42138

FOUNDED IN 1856

# RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

FREIGHT TRAFFIC ISSUE

JANUARY 8, 1951

5 Copy 1 2 5 51


# PROVIDES MULTIPLE STRAP LOCATIONS!

JAN 9 1951

## ..DESIGNED FOR ALL TYPES OF GONDOLAS

COMMODATES
S OR WIRES
HARP CORNERS
ER ANCHORAGE

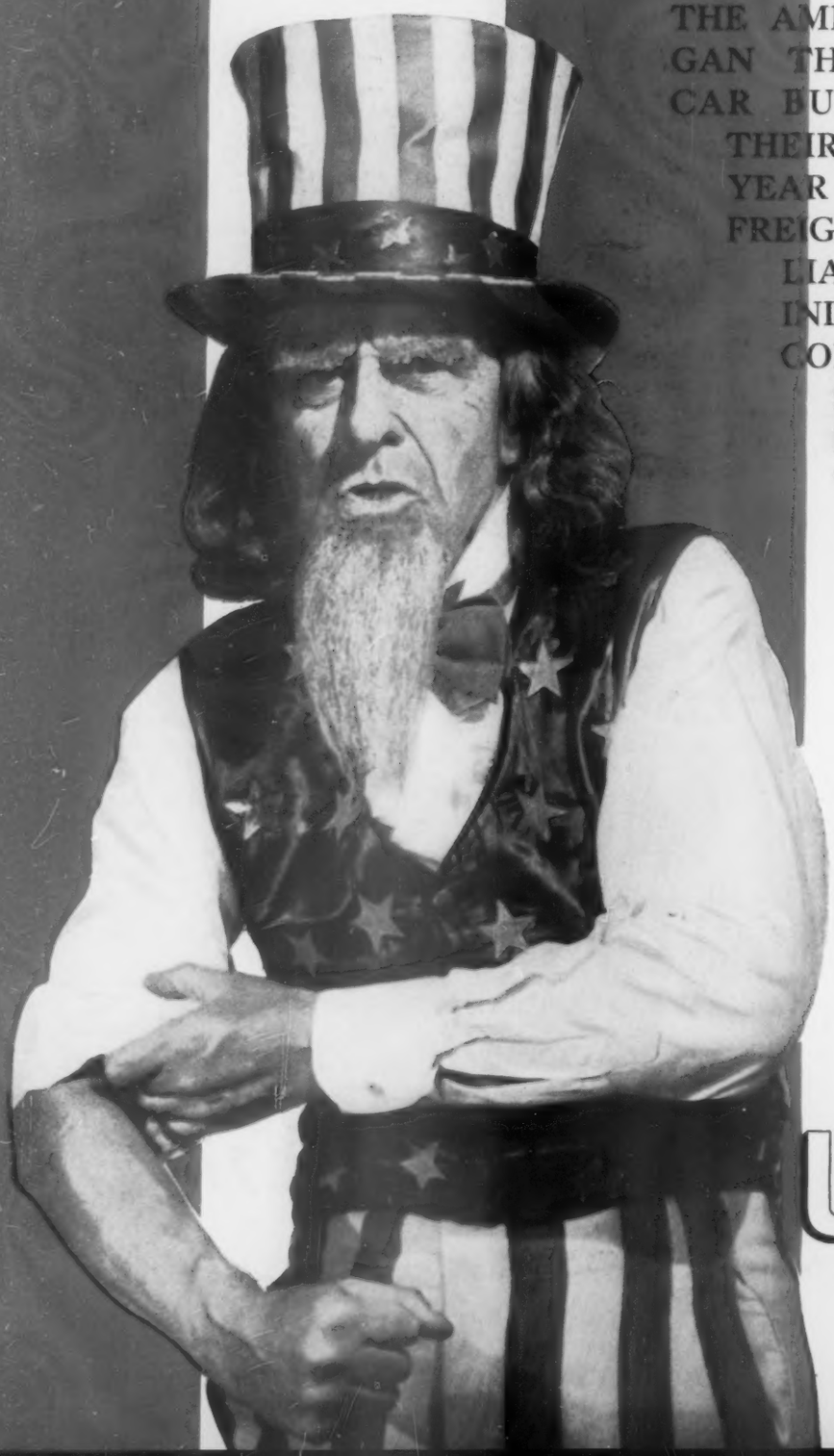
CONTINUOUS

## LADING BAND ANCHOR and REINFORCEMENT

(PATENT PENDING)

WINE RAILWAY APPLIANCE CO. TOLEDO 9, OHIO

# WE'LL GET THE JOB DONE!



MONTHS BEFORE THE PRESENT EMERGENCY BECAME A REALITY THE AMERICAN RAILROADS BEGAN THE MOST TREMENDOUS CAR BUILDING PROGRAM IN THEIR HISTORY . . . . IN THIS YEAR OF DESTINY THE U. S. FREIGHT CAR, THAT OLD RELIABLE WORK HORSE OF INDUSTRY, MAY WELL BECOME THE SYMBOL OF OUR STRENGTH . . . . THE RAILROADS WILL DO THEIR PART IN THE HERCULEAN TASK OF MAKING AMERICA THE IMPREGNABLE CITADEL OF FREE MEN.

UNIT TRUCK

# They made stronger door posts and side posts with

# Mayari R

The sides for these Great Northern box cars were fabricated by Youngstown Steel Door Company, using Mayari R for the door posts and side posts.

All of the door posts and side posts of these Great Northern box cars were made from Mayari R, low-alloy, high-strength steel. As weight-reduction was not a consideration the builders used Mayari R sections of the same dimensions as they would have with post sections of ordinary carbon steel. This provided an increase in the strength of the wall construction without adding to the deadweight of the cars. Longer service life and fewer repairs can be expected.

Higher strength is not the only advantage gained by using Mayari R in railway equipment. Builders have found that it allows greater freedom of design, besides affording many economies over ordinary steel.

Mayari R withstands 5 to 6 times as much atmospheric corrosion as plain carbon steel, and retains paint as much as 80 pct longer. It withstands abrasion, impact, battering and denting better than carbon steel under the same conditions.

Add up these advantages and consider the fact that Mayari R can be fabricated by ordinary shop methods, and you will understand why its use in the railway industry is constantly increasing.

If you would like more information on properties and applications of Mayari R, write any of our offices for Catalog 259.

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. *Export Distributor:* Bethlehem Steel Export Corporation

★ BETHLEHEM STEEL ★

**Mayari R** *makes it lighter... stronger... longer lasting*

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# Good News for Travelers

## *that Good Brakes help to write*

Next to a top safety record, railroad men are generally proudest of a blue-ribbon record for maintaining schedules. The "On Time" chalked on the announcement board is a big factor in winning passenger patronage and building good will.

Westinghouse HSC electro-pneumatic air brake equipment helps many famous trains to build reputations for dependability. In application and release, the impulse travels the length of the train in the wink of an eye. Braking pressures are equalized automatically on all cars in the train.

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**Westinghouse Air Brake Co.**

WILMERDING, PA.

Vol. 130, No. 1 January 8, 1951

# RAILWAY AGE

With which are incorporated the Railway Review, the Railroad Gazette, and the Railway-Age Gazette. Name Registered in U. S. Patent Office and Trade Mark Office in Canada.

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Railway Signaling & Communications Car Builders' Cyclopedia Locomotive Cyclopedia
Railway Engineering & Maintenance Cyclopedia American Builder
Marine Engineering & Shipping Review Marine Catalog & Buyers' Directory
Books covering transportation and building

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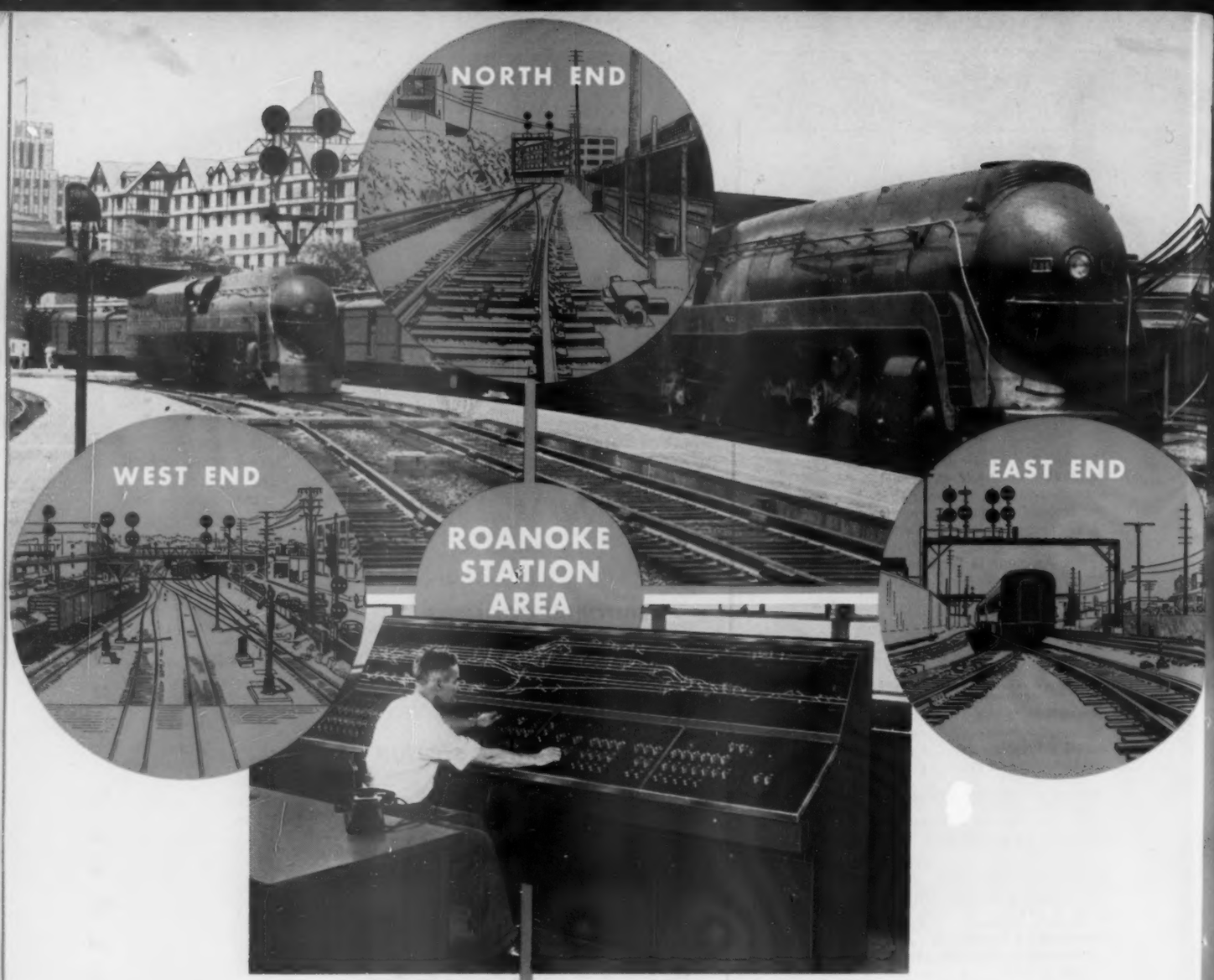


# "UNION" INTERLOCKING

## SPEEDS TRAIN ROUTING ON THE

N&W RY. PRECISION TRANSPORTATION

Recently, the Norfolk and Western Railway installed a new "Union" Electro-pneumatic Relay Interlocking as part of a terminal modernization program. And now, with trains under the direction of one man at the modern and attractive console-type, miniature-lever control machine, many stops are eliminated, and trains are routed swiftly . . . efficiently . . . at lower cost.

"Union" engineers are fully qualified to study your interlocking problems and to recommend the type of system that will provide maximum efficiency and economy for your railroad. To obtain their services, just ask our nearest district office.

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# WEEK AT A GLANCE

**THUMBNAIL SKETCH:** Next week's *Railway Age*, dated January 15, will be the definitive Review and Outlook issue, containing a complete statistical and interpretive story of railroading in 1950 and an appraisal, so far as such an appraisal can now be made, of the outlook for 1951. But beginning on page 24 of this week's Freight Traffic Issue is a thumbnail sketch of those 1950 events which most directly affected freight traffic—a sketch which is at the same time a preview of some of the more important facts and figures which will be more fully developed in next week's issue.

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**GOOD THING RUSSIANS DON'T VOTE:** Only a few days ago, defense shipments and Christmas mail alike were tied up by obviously carefully organized "wildcat" strikes of B.R.T. switchmen in a number of important railroad centers. The strikers, evidently, thought a few cents per hour and a little more loafing time for a comparatively few men were more important than the safety of the armed forces in Korea or the Christmas messages of millions. Then last week, Congress, in a sudden outburst of abject subservience to the supposed vote-getting power of some of the brotherhood chieftains, passed the so-called union shop bill—which, ultimately, will increase the power of those same brotherhood leaders to organize future "wildcat" work stoppages. Yes, it's a good thing Russians don't vote in this country, or there's no knowing how far our politically minded legislators would go to gather a few more ballots for themselves.

---

**MECHANIZED FREIGHTHOUSE:** "The new and improved freighthouses of 1950," says the traffic survey article (page 28), "have the strong, smooth platforms, good lighting and spacious clearances which go with high-speed mechanical handling of merchandise." And, starting on page 32 is an illustrated description of just such a freighthouse—built by the Burlington at Chicago—which combines all of those up-to-the-minute efficiency creating features.

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**IN THE NEWS SPOTLIGHT:** Engineers reject wage settlement.—Federal Barge Lines lose money again.—Canadian rate increase hearings begin January 19.—President signs excess profits tax bill.—I.C.C. drops bus fare inquiry.—R.E.A. gets fruit, vegetable rate increase.—Supreme Court upholds I.C.C. order requiring railroads to "short-change" themselves in joint rail-water rates.—Central of Georgia establishes rail-truck service—with promise of "fair treatment" for the highways.

---

**L.C.L. "PACKAGE":** To make its merchandise freight service more attractive to shippers, and more competitive with truck lines operating in its territory, the Missouri Pacific has developed what looks like a most attractive "package" proposition. "Speedbox" containers, designed for easy loading and damage prevention; newly designed cars, and a proposed third class "all commodity" rate on shipments of 400 lb. or more are the major elements of the package. They are described in more detail, along with the reasons for adopting them and their advantages to shippers and to the railroad, in the illustrated feature article which starts on page 30.

---

**RESPONSIBILITY:** "It is within the power of this country's traffic and transportation men to banish forever any and all threats of government ownership and operation of the railroads. . . . All that is missing is the *will* to act." So, in its opening paragraph, says our leading editorial (page 19)—which goes on to discuss in more detail the responsibility to exercise that power.

---

**FAST FREIGHT:** Because the road is not blessed with exclusive, well-diversified "natural" sources of traffic, the management of the Wabash has developed an "elastic concept" of freight handling in which primary emphasis is placed on speed and movement. What this concept involves, the reasoning behind it, and some of its results, are told in the article on Wabash Fast Freight, on page 36.

---

**ONE SATISFIED CUSTOMER:** With all the current criticism of railroad l.c.l. service—not all of it, unfortunately, without foundation—it's nice to know that the railroads do have some satisfied merchandise shippers—particularly when three railroads cooperate in providing the satisfaction. One such shipper is the Dixie Cup Company, whose traffic manager, J. L. Geever, tells on pages 42 and 43 about the service his company receives from the L.V., the N.Y.C., and the N.Y.C.&St.L.

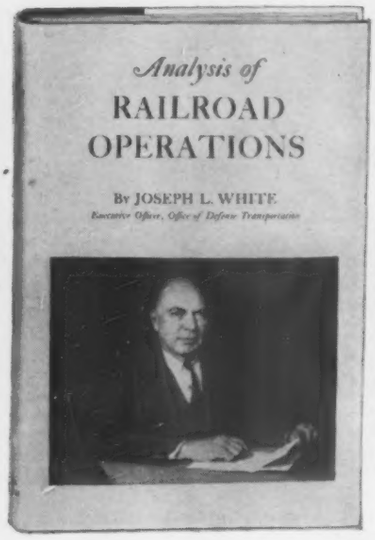
---

**SUGAR:** To supply any single plant with over 200 carloads, of any commodity, every working day requires just about the closest possible working relation between railroad and customer. And it also means an interesting operating story. Such a story is told, with illustrations and map, in the article which begins on page 38—an account of how the Great Northern brings up to 205 carloads a day of sugar beets into Moorhead, Minn.

---

**NEW BUYING HIGH:** The aggregate estimated cost of railroad equipment ordered for domestic service in 1950—$1,116,208,600—exceeds by more than $168 million the previous record ($948,000,000 in 1949) for capital expenditure by Class I railroads for cars and locomotives. Those figures, which will be more fully developed in next week's Review and Outlook issue, are given in this week's Equipment and Supply news columns, along with the regular monthly summary of December orders. Encouraging, too, is the fact that 1951 likewise seems to have gotten off to a good start in the buying column, with orders by the I.C. for 44 diesels and by the C.N.J. for 31, and announcement by the N.P. of good-sized car and locomotive acquirement programs.

*A Guide for the Interpretation of Railroad Accounts*




324 pages, 87 illus., 29 tables, 5 charts, index, 6 x 9, cloth, $5.00

# *Analysis of* RAILROAD OPERATIONS

***By JOSEPH L. WHITE***
***Formerly Executive Officer, Office of Defense Transportation***

This book is a guide through the intricacies of railroad accounts. It is the only authoritative work on the interpretation of operating statistics. It shows how to analyze the figures so as to determine whether a department is being operated efficiently and whether operations for the railroad as a whole are on a profitable basis.

Without going into the details of accounting procedure the accepted methods of interpreting statistical data are clearly set forth. Each chapter delves into an intricate phase of railroad accounts or statistics, analyzes its meaning and points out its significance in relation to net operating results. In the final Chapter a comparative analysis is made on the operating results of two large railroads based on their reports to the Interstate Commerce Commission which are available to the public. One is a steam railroad which derives most of its operating revenues from heavy freight traffic. The other is partly electrified and earns a large revenue from passenger traffic.

## REVIEWS

"The work should be interesting and useful to anyone who undertakes to study and interpret railroad reports and statistics—particularly railroad executives, investment analysts, and economists."—*The New York Certified Public Accountant.*

"From these data the author suggests methods by which the analyst may compare one operation with another, or the operation of one period with operations in another period, or diagnose the symptoms of efficiency or inefficiency or of favorable or unfavorable characteristics which are revealed by these data. The method is useful for both quantitative and qualitative analysis, and for past, present, and future periods."—*The Annals of the American Academy.*

## A Complete Guide

**For the inexperienced this book tells where to begin, where to find the information wanted and how to compile it. The experienced analyst will find it in many helpful hints and short cuts. Railroad executives and operating officers as well as department heads who may be called on to explain accounting figures reflecting on departmental activities, will find in it information they need. Railroad economists and statisticians and security analysts can make use of the methods outlined.**

## FREE EXAMINATION COUPON

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Please send postpaid on Ten Days' Free Examination a copy of Joseph L. White's ANALYSIS OF RAILROAD OPERATIONS. If satisfactory I will remit the list price of $5.00. Otherwise I will mail it back without obligation.

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Introduction—General Principles of Railroad Accounting—The Income Statements—Railway Operating Statistics—Railway Operating Revenues—Statistics of Freight and Passenger Service—Causes of Fluctuations in Operating Revenues—Railway Operating Expenses—Relation of Expenses to Revenues—Maintenance of Way and Structures—Unit Cost of Maintaining Road Property—Maintenance of Equipment—Account 314, Freight Train Cars Repairs—Unit Costs of Maintaining Equipment —Budgetary Control of Maintenance Expenses—Transportation and Miscellaneous Operations—Unit Costs of Operation—Statistics of Utilization of Equipment—Control of Transportation Expenses Through Current Reports—Traffic and General Expenses, Taxes and Rents—Analysis of Actual Operations of Two Class I Railways in 1941—Appendix A: The Accomplishments of the United States Railroad Administration in Unifying and Standardizing the Statistics of Operation, by William J. Cunningham, Assistant Director of Operation, United States Railroad Administration (1919). Appendix B: Pictorial Summary of the Principal Sources of Railway Revenues and the Causes of Expenses as Recorded in the Accounts.

# WHERE THAT EXTRA 1½¢ per day pays off!

**The premium you pay for WAUGHMAT TWIN-CUSHION premium car and lading protection is estimated to be less than 1½¢ per day per car . . . a small charge for the car and lading insurance provided by Waughmat Twin-Cushions.**

**HUMP YARDS** are, too often, grave yards for fragile lading, unless, of course, cars are equipped to provide extra impact-protection. Not only is lading affected but conventional cars suffer severe damage when coupled at speeds above a cautious 3 to 4 miles per hour. The hump yard is the test of cushioning equipment and it's in the hump yard where the advantage of Twin-Cushion protection really pays off.

WAUGHMAT TWIN-CUSHIONS, comprised of a series of rubber plates, have no solid point. Twin-Cushions take the bite out of impact, provide protection to cars and lading against most of the excessive impacts of switching. Reducing the force and frequency of longitudinal shocks, they lessen component lateral shocks and *halve* those component vertical vibrations that are most destructive of lading.

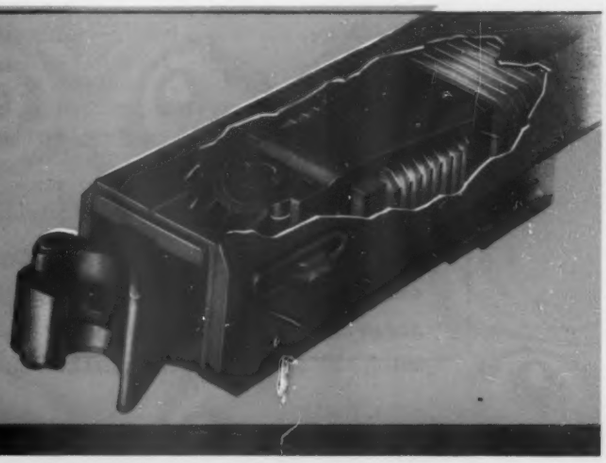
Cushioning cars both in pull and in buff, WAUGHMAT TWIN-CUSHIONS allow the absolute minimum of free slack, * . . . added lading protection when cars are rolling. Trains start and roll more smoothly with less surging, without pull-out and stop more softly when cars are Twin-Cushion equipped.

To reduce lading damage, to extend the useful life of cars for years, to protect them against frame-wracking impacts, specify WAUGHMAT TWIN-CUSHIONS for new or existing cars.

* *only the play between coupler connections.*

WAUGHMAT *Twin Cushions*

TRADE MARK REGISTERED



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# service records prove treated car lumber lasts three times longer!

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**the clean wood preservative**

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(*PENTA is a popular abbreviation of the chemical, PENTAchlorophenol.)

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**This 25-cell, 850-amp-hr air-conditioning battery, weighing about 2580 pounds, is easier to pull out for inspection than a 5-cell tray in any ordinary installation.**

**That's because**

***The Wheels Do the Work***

# Battery inspection can be SIMPLE!

WITH POWER demands on railroad batteries becoming greater, and with turn-around time for passenger trains becoming shorter, there's a growing need for quicker, yet more *positive*, battery servicing during layovers.

It was to meet this situation that engineers of the Edison Storage Battery Division developed the Edison roll-out battery cradle. It's a simple device —a sturdy steel cradle fitted with husky ball-bearing wheels, which can be rolled out along extension tracks. It makes every cell completely accessible for swift, sure servicing.

Don't overlook this new way to cut maintenance costs. Let us assist you in adapting roll-out cradles to existing or proposed compartments. Complete information and typical layouts furnished on request.

During the past three years, the roll-out cradle has been field tested and adopted by several of the nation's top railroads, and the following additional advantages have been established:

*Cleaner batteries:* dirt quickly blown out during servicing.

*Shorter jumpers:* reduced cable footage, less voltage drop.

*Quicker shopping:* entire cradle removable by crane or fork truck.

*Better ventilation:* battery suspended above compartment floor.

*No conflicts:* roll-out compartment also takes regular assemblies.

*No greater space:* will accept largest battery now in standard compartment.

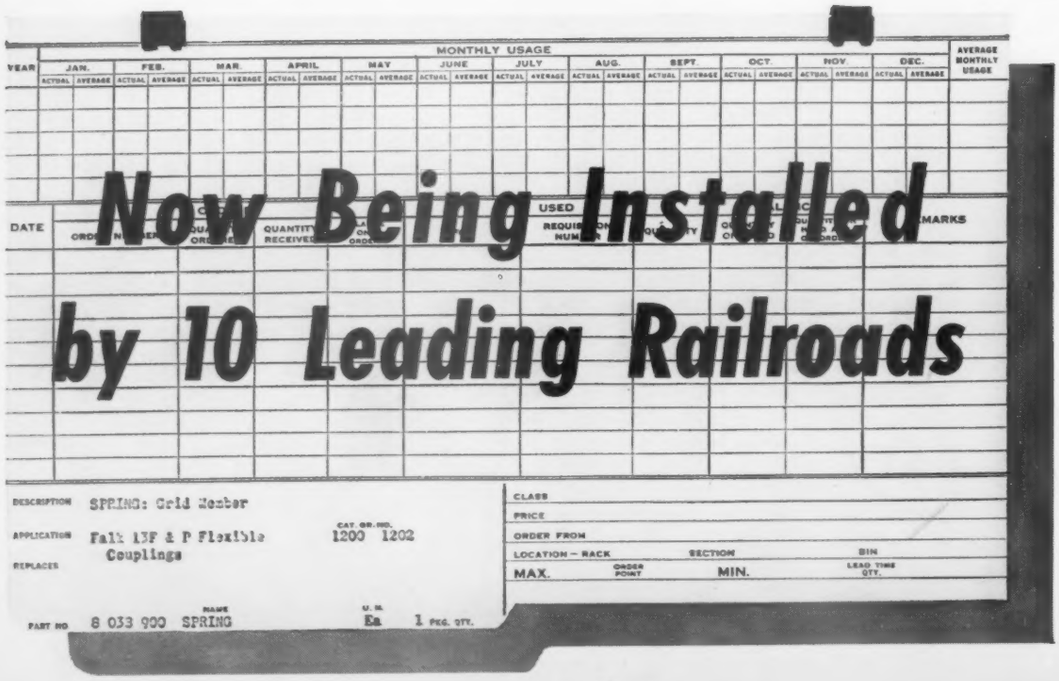
# EDISON

***Nickel · Iron · Alkaline***

**STORAGE BATTERIES**

EDISON STORAGE BATTERY DIVISION OF THOMAS A. EDISON, INCORPORATED, WEST ORANGE, NEW JERSEY

# New stock record system




## Now Being Installed by 10 Leading Railroads

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- *Canton Railroad
- *Central of New Jersey
- *Erie
- *Kansas City Southern
- *Maryland & Pennsylvani
- *Milwaukee
- *Monon
- *Peoria & Eastern (N.Y.C
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* *A card system that keeps railroads' stock records perpetually up to date.*
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* *Adequate parts information.*
* *A system which reduces railroad Diesel stockkeeping time and expense.*

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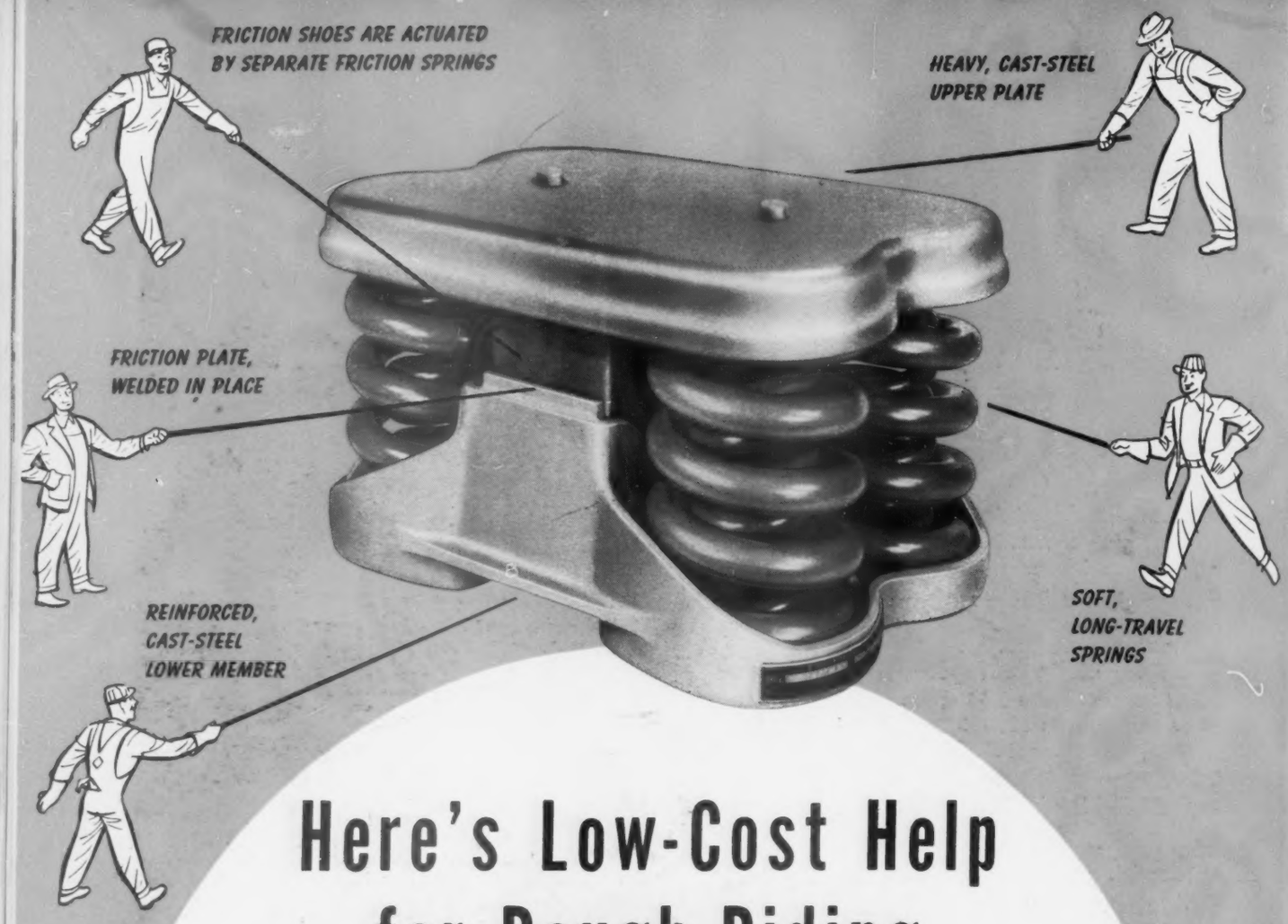
*Home of the Diesel Locomotive* GENERAL MOTORS LOCOMOTIVES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HEAVY, CAST-STEEL UPPER PLATE
FRICTION PLATE, WELDED IN PLACE
SOFT, LONG-TRAVEL SPRINGS
REINFORCED, CAST-STEEL LOWER MEMBER

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## A·S·F *Ride-Control*® PACKAGE

AMERICAN STEEL FOUNDRIES

MARK OF FINE PRODUCTS

# Makin' beds for the railroad

**DOZIN' DOWN THE MAIN LINE:** Two International crawlers handle all off-track power jobs along the Great Western right-of-way out of Chicago.

## International crawlers improve the roadbed while Great Western traffic keeps rolling

West from Chicago on the Chicago Great Western's main line, miles of old 100-pound rail are coming up—making way for new 112-pound rails that can really take the traffic! And it's International crawlers that prepare the way.

They dig deep and grade smooth with angle-blades. They haul loaded scrapers from cut to fill. They leave behind them a roadbed with stronger, better-banked slopes and better drainage, ready for peak traffic and any weather.

On a hundred off-track jobs, wherever you need brute force combined with champion dependability and top power at bottom operating costs, Internationals make the most of your man-hours and maintenance dollars.

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OPERATOR:
*"So smooth and easy to handle, I don't get tired."*

Trucks really go when powered with Gould "Thirty" batteries—go at full power months after ordinary batteries have begun to slow down.

96% of the entire working surface of Gould's new "Z" Plate is regenerative power-producing material. The grid itself is 66% more resistant to deterioration! Grid porosity is reduced 85%. This is why the—

**GOULD "THIRTY" BATTERY with NEW "Z" PLATES is "America's Finest Industrial Truck Battery"**

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*"Battery trucks do more work. Always ready, they position loads faster, lift and go at the same time."*

SAFETY:
*"Battery trucks' floor-hugging stability and foolproof speed controls cut accidents."*

PERSONNEL:
*"Employees like the quiet, odorless battery trucks."*

ACCOUNTING:
*"Battery truck cost distribution is predictable; insurance is lower too."*

**GOULD**

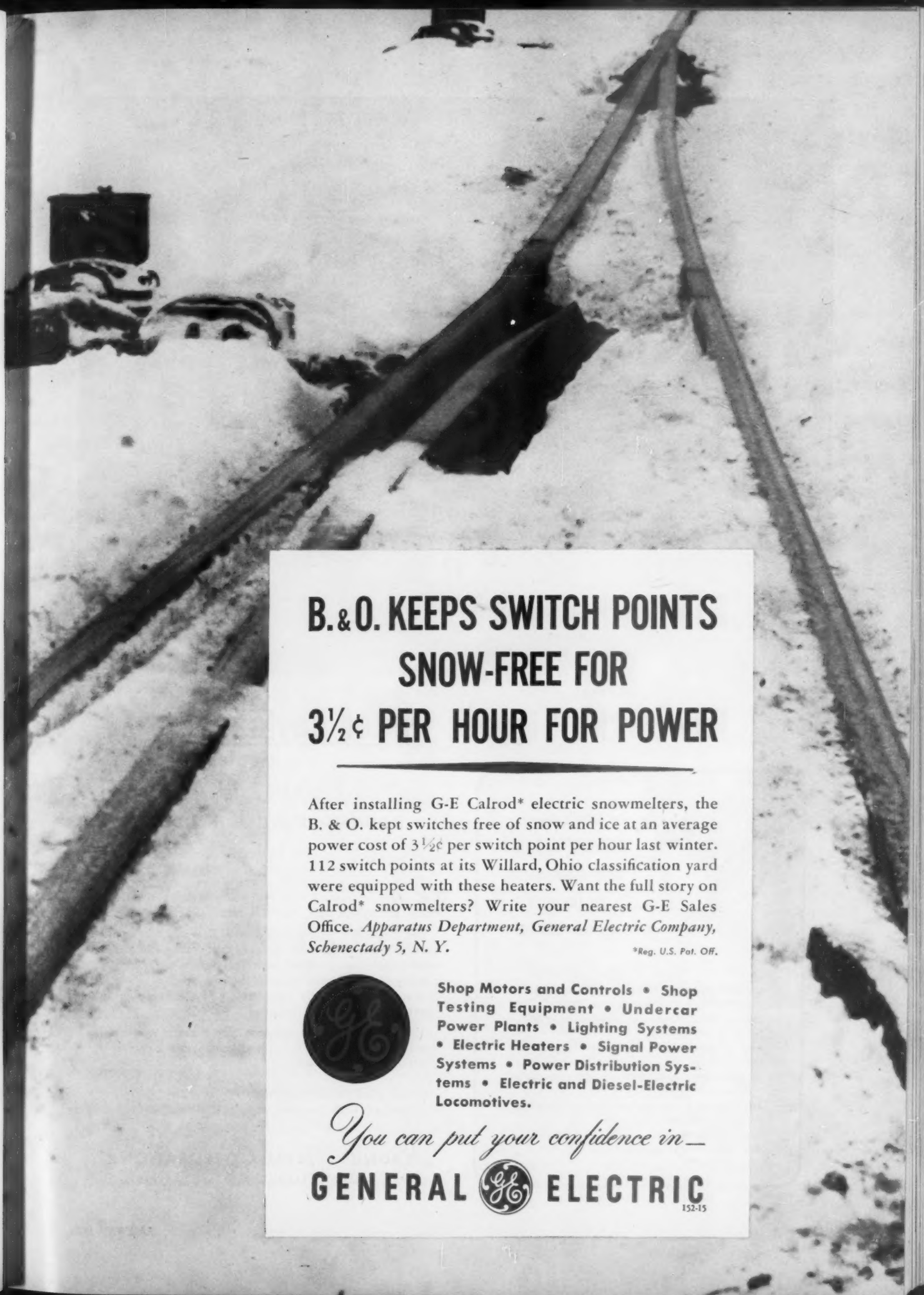
**STORAGE BATTERIES**

**GOULD-NATIONAL BATTERIES, INC.***

TRENTON 7, NEW JERSEY

Always Use Gould-National Automobile and Truck Batteries

*Formerly Gould Storage Battery Corporation



# B. & O. KEEPS SWITCH POINTS SNOW-FREE FOR 3½¢ PER HOUR FOR POWER

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# THE OPPORTUNITY AND RESPONSIBILITY OF TRAFFIC AND TRANSPORTATION MEN

It is within the power of this country's traffic and transportation men to banish forever any and all threats of government ownership and operation of the railroads —and, hence, of other transportation agencies as well. The power lies with these people and so does the "know-how," but, so far, there is no action. Why? All that is missing is the *will* to act—a deficiency which arises, in part, from failure by many individual traffic and transportation people to recognize that their responsibility to the national welfare is primary; and, in part, from disagreement among them as to the best of several available formulas, any one of which—if agreed upon and generally supported—would banish the threat of socialization. Prevailing indecision is reminiscent of the donkey who starved to death because he couldn't make up his mind which of two equidistant bales of hay to eat first.

It is not the purpose of this discussion to try to advise traffic and transportation people which formula they should support, among those available for preserving capitalism in transportation—that being a matter upon which they are fully informed, and concerning which a legitimate difference of opinion is possible. The point, rather, is that a decision in favor of one of the available positive formulas should be made soon, and acted upon with vigor, lest socialization come about automatically, by default. Failure by traffic and transportation people to make up their minds and to act resolutely with reasonable speed would have the same practical effect as a vote on their part for socialization.

The power of traffic and transportation people, when they are united, in the realm of governmental policy toward transportation, cannot be denied or questioned by anyone—after the demonstration they gave in securing the enactment of the Bulwinkle Bill, despite able and powerful opposition to the measure within the Administration. Since such conclusive evidence was given of the political power of these people—once they make up their minds—they cannot escape full responsibility for the continuing chaos which persists in transportation. If there is a fire and the fire department has the equipment, the manpower and the skill necessary to put it out—but doesn't do so because the firemen are all too busy playing pinochle or are otherwise engaged in their own individual pursuits, then nobody will be able to say it wasn't the firemen's fault if the town burns down.

The temptation exists now, as it did during World War II, to assume that the danger of socialization no longer exists, because all the various transportation agencies have for the time being the prospect of reasonably adequate earnings and practically all the traffic they can handle. Traffic and transportation people yielded during World War II to this temptation. They abandoned hard thinking and courageous action to correct basic governmental absurdities in transportation policy—and the result was that, in the immediate postwar years, the specter of government ownership took on a more menacing aspect than at any time since the end of World War I, when administration forces which had control of the railroads sought its continuance.

There is very little disagreement among those who know the facts that the sickness of the transportation business—and consequent danger of nationalization—lies primarily in the fact that unequal governmental policies toward the various agencies of transportation prevent the railroads from holding on to the kinds of traffic which they are best suited to move, and limit the freedom of railroad management in pricing and in the control of expenditure. The inevitable result of these inimical forces has been to take most of the hope of profit out of railroad investment—and to curtail almost to the vanishing point the inflow of new capital, without which an essential industry cannot long hope to stay out of the government's hands.

There is, to be sure, some opinion among traffic people —and especially among the railroads' competitors—which tends to ascribe the railroads' difficulties primarily to railroad management. This point of view was ably expressed—at least by implication—in a recent ad-

dress by a prominent traffic man associated with the petroleum industry. He mentioned a number of instances wherein traffic has been diverted from rail to barges and highway because of "lower cost," by which he doubtless meant *lower expense*—because, if the oil paid tolls on the rivers and the highways commensurate with the cost of those government-supplied facilities, it is by no means certain that "lower cost" would be found to favor these agencies. In any event, this spokesman noted with apparent unconcern the serious loss of petroleum traffic by the railroads since World War II. He expressed the belief that the service of the railroads in carrying petroleum to the East Coast was a major factor in victory in that war, and observed that the railroads' withdrawal from short-haul petroleum movement at that time—necessary to provide the tank cars for the emergency long-haul movement—was probably the principal factor in their loss of relatively short-haul petroleum traffic. If this explanation be well-founded, then the railroads' patriotic wartime efforts were rather ungratefully repaid.

We do not signal out this expression for critical attention, but only to note it as one important point of view in the traffic and transportation field which must be reckoned with—and one which appears to rely on a considerable measure of miracle-passing by railroad managements if they are to confront unlimited "lower cost" transportation (as this traffic man conceives "lower cost") and still restore the industry's credit and avoid nationalization.

Apart from those who thus appear to consider the crisis in transportation a matter largely "up to the railroads," urging little or no change in the existing law, there are two main categories into which the formulas for remedying the situation fall, namely—

1. Those which would equalize governmental dealing with the several agencies of transportation by subjecting each of them to exactly the kind of regulation, completeness of self-support, and taxation to which the railroads are now subjected; and

2. Those which would equalize governmental dealing with transportation by scrapping those parts of the Interstate Commerce Act which apply to railroads only—doing away with Section 4 and the commodities clause, and allowing the railroads to meet competition rate-wise wherever they find it, without forcing them to make similar rates where competition does not exist.

The former of the two categories of suggested remedies has been tentatively put forward by some railroad spokesmen, but the industry has as yet no "official" concrete legislative program which it recommends. The second approach was ably defended in a recent address by Patrick B. McGinnis—chairman of the Norfolk Southern and an investor in railroad securities who has been extraordinarily successful in "calling the turn." This address will be published in abstract in an early issue of this paper.

An actual and effective legislative program would probably borrow from both the "A" and "B" approaches—the "B" approach being the one most nearly in accord with the principles of economic freedom—but with some concessions to the "A" viewpoint probably being required from the standpoint of practical politics.

The point is, however, that it is up to the traffic and transportation fraternity to make up their minds on a program and then lose no time in putting it into effect. This country is engaged in a critical struggle to maintain its free institutions against external aggression. It would be ironical in the extreme to lose these institutions by inaction or ineptitude on the home front, while making such colossal sacrifices of blood and treasure to protect them from external attack. Traffic and transportation people have both the knowledge and experience necessary to prevent this catastrophe.

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## ANOTHER MAN IN MULTIPLE-UNIT CABS?

At the time of a national emergency and in the face of a growing shortage of manpower, the Brotherhood of Locomotive Firemen & Enginemen has seen fit to present to the Long Island Railroad a demand for a "fireman"—that is, a cab-rider—on all of its electrically operated, multiple-unit trains. It is alleged that the addition of this man to the crew is required "in the interests of safety."

The Long Island had in 1950 two tragic collisions, each costing many lives. It is proper, therefore, for everyone concerned to consider every possible means of promoting greater safety of life and limb on this and other railroads similarly situated. These circumstances have given the brotherhood a favorable opportunity to advance its program of adding "firemen" to trains where there are no fires to tend, alleging that these otherwise unoccupied riders can watch the signals and thus "promote safety."

Close scrutiny of the record, however, produces no evidence to indicate that placing two men in a cab increases the safety of train operation. In fact, it is pretty much of a principle of railroad operation, derived from actual experience, that divided responsibility reduces safety in that neither the engineman nor fireman feels impelled to remain as alert as he would if he did not feel that the "other fellow" would see the signals he may miss. This "Let George see it" attitude can result in no one seeing it. The presence of a "fireman" in the cab did not prevent a recent troop train collision in Ohio, resulting in the loss of 50 lives. The Interstate Commerce Commission has investigated over forty collisions occurring in the 17-month period May, 1949, through September, 1950. In all but three of these (two being on the Long Island) a fireman was on duty in the cab—yet his presence did not prevent the accidents. He may see a signal but omit taking effective action on this intelligence.

Since 1934 the B. of L. F. & E. has been using the argument of "increased safety" in its demands for "make

work" rules. These arguments have been heard by numerous mediation and Presidential emergency boards, yet none of these boards has made any awards solely on the basis of the B. of L. F. & E. argument. They all agree that increased and improved safety is desirable on every railroad, but they point out that reaching this goal is a problem of overall railroad management, and involves much more than simply adding another "lookout" to the crew. The most recent Presidential fact finding board hearing this argument observed: "The presence of a fireman, of course, is no guarantee against accidents."

One metropolitan division of an eastern road has discontinued the practice of sending back flagmen to protect the rear of stalled or stopped trains because it found the enginemen were relying on the flagmen, and the flagmen were relying on the enginemen, with the result that neither was sufficiently careful. This road believes that divided responsibility breeds accidents, and that it is better to "put the onus on one man and hold him absolutely responsible."

One very important underlying reason for the Long Island's recent troubles is the poverty of the company due, in some measure at least, to over-regulation, unmerciful property taxes and inadequate rates. Any measures which are taken to provide increased safety will require money, and the money will have to come from the commuters who ride its trains. In selecting means for increasing the safety of train operation, more elaborate signaling and train-control devices would, doubtless, though expensive, make a definite contribution to increased safety. The expedient of adding a "fireman" to the crew would incur the expense, while making no dependable contribution whatever to greater safety. This is a question which is of greatest importance, not only to commuters on the Long Island Railroad, but to commuters everywhere—because, if the B. of L. F. & E. secures this "make-work" concession from the Long Island, its success there will undoubtedly lead to the presentation of a similar demand everywhere that multiple-unit trains are operated.

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## Martin W. Clement Looks Behind the Headlines

This country was established by wise men. They established it as a republic and it continued to be a republic for a hundred years. Gradually it eased itself off into a democracy and now it is commencing to face socialism. This is a threat that the whole world is facing. And socialism is nothing but the bridge that carries a free people over into the absolute state.

What is probably bringing us quicker to that unhappy situation than anything else is the lack of willingness on the part of people to make their own decisions. They are passing it on to someone else and that willingness to give up individual responsibility is gradually concentrating all responsibility in the government, with the government trying to please everybody. The result is that this country—which but a few years ago had a budget of only millions of dollars, that grew to nearly ten billions of dollars just before World War II—is now faced with a budget of fifty or sixty billions of dollars a year and constantly pyramiding taxation.

The result of unbalanced budgets since time began has been devaluation of currency. In one lifetime the franc has slid from twenty cents to but a fraction of a cent. Prices go up and up but people do not recognize that the value of their dollar is going down. It is startling to stop and think that with the rapidity with which the value of the dollar is disappearing, it will be but a few years until it is valueless. That's complete inflation, and when we get to that point we will have lost our freedom . . . .

American education today is almost entirely directed to increasing the earning power of the individual. That has been the tendency for several decades. The only trend away from that has been the teaching of men how to live without work, to live on the state; to appreciate and expect constantly increasing care for the lame, the halt and the blind, without any effort to restore the privileges of responsible life—constantly increasing the dole under the guise of succoring the underprivileged without building up the desire for self-obtained privileges—a premium on resignation, indolence and the baser motives rather than the courage to go forward. All these destroy the freedom of a free people. They destroy the precious things of life that are not recognized in the totalitarian state. The people are being appeased to their own eventual destruction . . . .

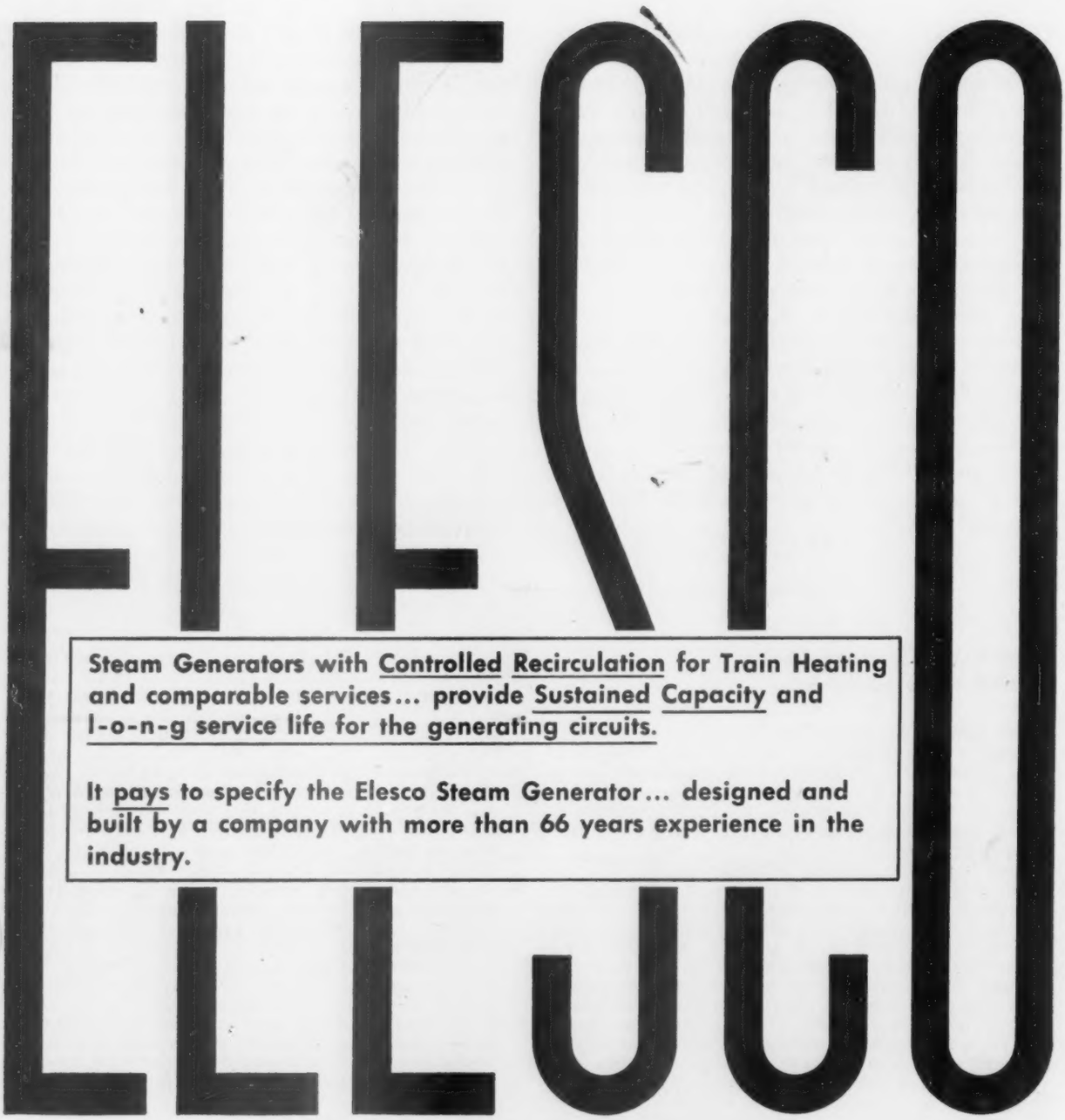
Where does it all lead? What is the psychosis of the people today? It is one of fear. People have been taught fear; the last two decades have encouraged fear—fear of want, fear of old age, fear of unemployment, fear of sickness, fear of this and fear of that. The thing haunting us now is the fear of bombs.

Fear is not a good condition of mind; he who is afraid to die hasn't the courage to live, and one must have courage today. We are not going to have a shooting war with Russia and we are not going to be bombed by Russia, but we are going to have a political and economic conflict for years. We are going to have a preparedness program for a decade. We are going to arm and rearm; we are going to have armies and air forces and navies. It is going to take a lot of courage, a lot of self-sacrifice and an absolute lack of fear to see it through

The Communists have taken a dominant influence in the affairs of this country. I do not refer to the infiltration, the invasion, these past two decades of the departments and bureaus and branches of government and the minds of the people; that was just the first step in world revolution, a weakening from within. What I do refer to is the dominance of the world economy today by the Russian imperialistic government.

At the end of World War II America had the initiative; we were dominant—in the air, on the land, on the water, in the economy and in world affairs. With the start of the Korean war we have gone on the defensive. We have been caught off balance; the game is in the hands of the Russians and we are unprepared. It is their maneuvers that are forcing us into a defense program; it's the Russian who is controlling by indirection and forcing the steps we take. It is he that forces our defense program, our taxation and our inflation; he dominates our economy; he is in the minds of the people.

We have not only lost control of the economic situation; we have lost control of the war situation. Both are being directed by Moscow, and the thing we have to do is get ourselves out of the defensive into the position of where we regain the initiative. To do so we must first get control of ourselves. There is a big battle ahead of America for survival, and if we are going to win all the people must understand. To understand is to know and to know is to learn. *—From an address by the chairman of the Pennsylvania, November 20, at the One-Hundredth Anniversary Dinner of the Spring Garden Institute of Philadelphia, Pa.*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# A Permanent Anchorage for Strap Loading

***Unistrap system developed in connection with Pressed Steel Unicel car employs anchors in floor as well as in walls***

The unit loading system installed in the Unicel refrigerator car developed by the Pressed Steel Car Company, which was referred to briefly in a description of the car as a whole in the *Railway Age* issue of October 14, 1950, employs steel straps for unitizing and securing the load. It carries the application of permanent anchorages for the straps farther than has been the case in other systems employed heretofore by the installation of flush permanent anchors across the car in the floor as well as in the side walls.

Breaking up loads into small units by bulkheading permits larger pay loads of some types of lading and measurably reduces lading damage. The use of straps with permanent anchorages permits relatively low-cost, lightweight dunnage, reduces repairs to car floors and walls and assists in reducing the labor of loading and unloading, particularly the labor of preparing the car and securing the load.

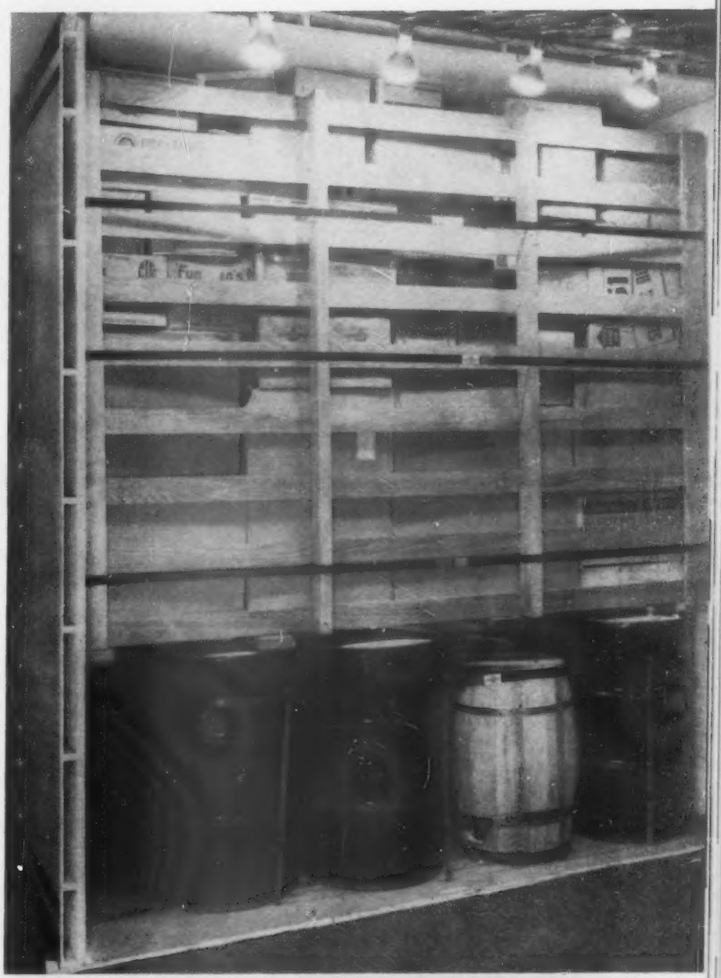
The steel strapping industry is actvely promoting better packaging and shipping methods, including the use of strapping to secure the lading in the car. Among those particularly interested in this effort to improve shipping practices are the Acme Steel Company; Brainard Steel Company; Stanley Works, Steel Strapping Division, and the Signode Steel Strapping Company. A number of typical loads were developed at the request of the Pressed Steel Car Company by the industry to indicate the possibilities of this type of anchorage. The types illustrated are a home-appliance load and a simulated load of tropical fruit in boxes, using wall anchors and floor anchors together.

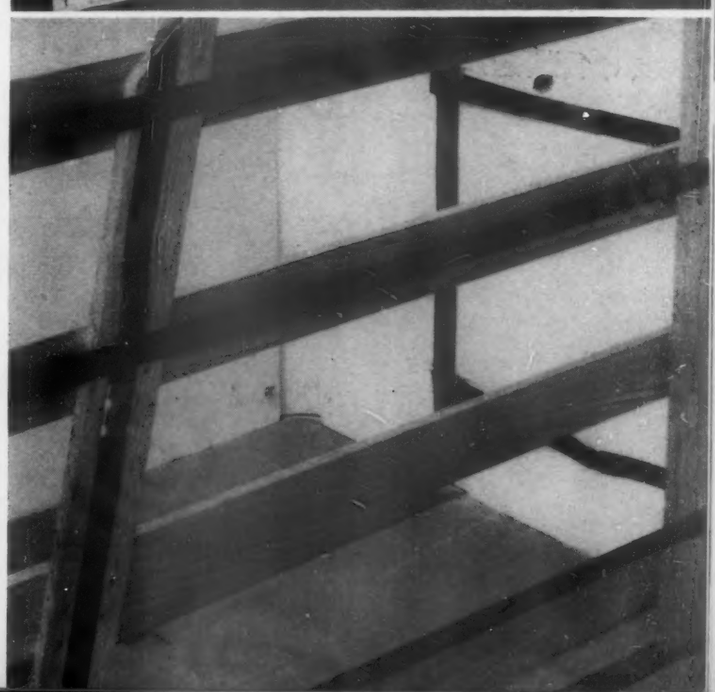
### *Unistrap Details*

The Unistrap anchors are flat steel bars which are recessed vertically in the walls and across the floor of the car so that they are flush with wall and floor surfaces. At several points across the floor and at various heights on the side walls recesses are cut in the wood under the anchor bars. Through these the steel straps are threaded. They are passed around the anchor bar and overlapped approximately 18 in.; the overlapping straps are held together by a metal seal.

Permanent wall and floor anchorages for strap loading eliminate the need for nailing on the conventional wall anchor plate and, in many cases, heavy wood bracing is eliminated. The use of over-and-under straps is made possible by the floor anchorages. This gives greater rigidity to the center portion of the gate, permits the use of a light gate, and reduces dunnage costs substantially.

Intermediate gates for use in stop-in-transit cars have been found advantageous both in freight and refrigerator cars. A shipment can be moved into the car, securely strapped and sent on its way, with the knowledge that it will reach its destination with far less damage than with conventional blocking and with far less likelihood of load shifts in connection with split deliveries.



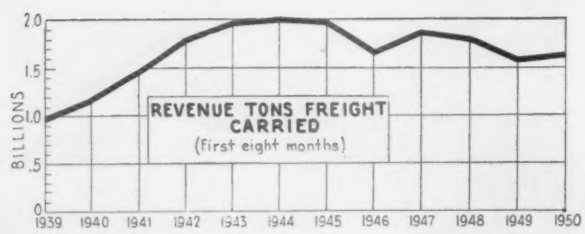


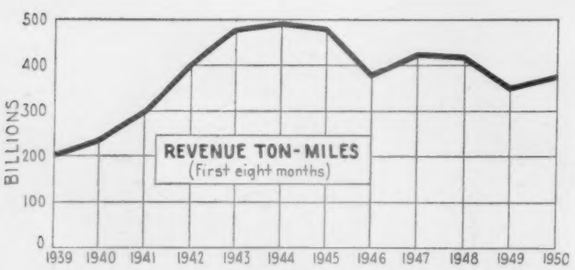
**A Unistrap method of securing a capacity load and how steel strapping is applied to a light wood gate**

**Freight traffic was somewhat higher in 1950, compared with 1949, but below the levels of each of the previous postwar years**

# Jittery 1950 Brought Gains In Freight Traffic

***Business reflected pace of defense and "scare" buying—Record operating efficiency achieved—High rate of investment in expanded and improved railroad plant***




People interested in freight traffic will remember 1950 as the year in which everyone had the jitters. Toward the middle of the year, freight traffic showed a sudden increase, interrupting a downward trend in the volume of railroad business for several years past. This spurt of activity probably represented largely defense orders, "scare" buying and expansion programs based on anticipation of war orders and material scarcities in the near future. Added to another big grain crop and a continuation of a government loan policy which encourages the movement of last year's stored crop at the same time the newly harvested one is seeking markets, the increased level of business brought about a car shortage, for which everybody in government seems to have a pet remedy. The railroads had an almost unprecedented list of wage demands before them during the year and one of the most serious strike situations to plague the industry probably since 1922. Indeed, the carriers ended the year in the technical control of the Department of the Army, for the fourth time in seven years. Somehow the roads found the money to support a high level of capital expenditures, which will have the effect of making their plant better able to serve their customers and less expensive to operate. Reflecting the high rate of such expenditures since the close of World War II — plus improved operating practices — was the achievement during the year of all-time records in a number of significant indices of operating efficiency.

The year 1950 was in no sense a boom year for the railroads, however. Freight traffic was somewhat heavier than in 1949, but below the levels of any previous year back to 1941. Specifically, carloadings were up about

**The spurt of activity in the last half of 1950 came principally from the new armament program, plant expansion and "scare" buying**

**Next week's *Railway Age* will be the definitive Review and Outlook Issue, containing, as usual, a complete statistical and interpretive story of railroading in 1950, plus an appraisal, so far as one is now possible, of prospects for 1951. Prepared especially for readers of the monthly Freight Traffic Issue is this special summary of events of 1950 as they affected freight traffic, with some of the relevant statistics which will be developed more fully in next week's issue. This article constitutes the review of events and currents in freight traffic heretofore published in the Review and Outlook Issue.**

8.2 per cent over 1949. Significant gains were shown in coal loadings — up 16 per cent — and in ore — up 14 per cent. Grain loadings declined 5 per cent, and l.c.l. merchandise carloads continued a downward trend, being 7 per cent below 1949.

In terms of the more accurate, but less current, measurement of net ton-miles carried, railroad freight traffic in 1950 is estimated to have been up about 11 per cent over 1949. The figure for the first eight months shows a 3.1 per cent gain over the same period of 1949, but represented a decrease compared with previous wartime and postwar years. Freight revenues in 1950 were up almost 10 per cent over those in 1949.

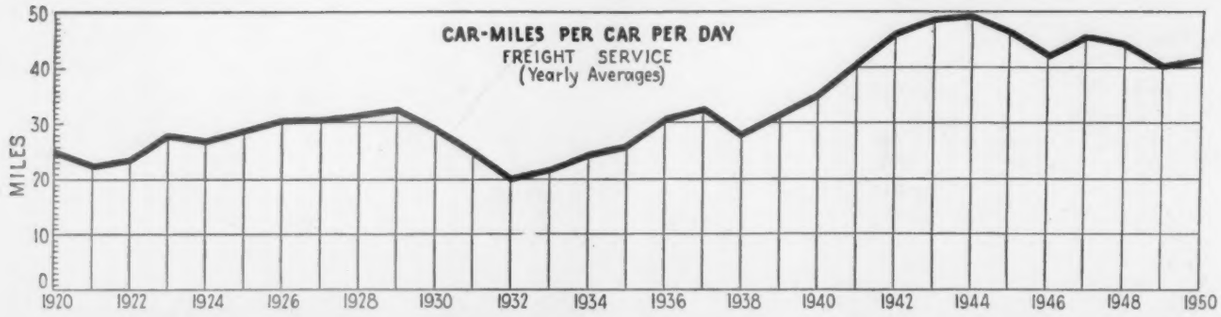
The 371 billion ton-miles the railroads hauled in the first eight months of 1950 and the $4.9 billion of freight revenues they rang up in that period compare with the results in similar periods of selected significant years as follows:

| Year | Ton-Miles (Per Cent) | Freight Revenue (Per Cent) |
|---|---|---|
| 1949 | + 3.1 | + 3.1 |
| 1948 | — 9.4 | — 5.4 |
| 1944 | — 25.2 | + 5.7 |
| 1939 | + 84.0 | +146.8 |
| 1932 | +147.2 | +207.5 |
| 1929 | + 26.0 | + 54.5 |

The average haul in 1950 was longer than in any peacetime year on record. This affected the 1950

**The intensive car-repair and rebuilding program of the railroads—which is in addition to huge orders for new cars—has succeeded in reducing the ratio of "bad orders" to cars on line from 7.5 per cent, as of February 1, to about 5 per cent at the end of the year**

**Intensification of the military emergency is bringing into more prominent play the fine port facilities owned by many railroads and promises to further utilize their "know-how" in the intricacies of export shipping**




**Shippers play an important part in the achievement of this index of transportation efficiency—car-miles per car per day. Detention of cars on plant sidings plays just as important a part in this figure as delays on the road and in yards. In car movement the railroads and their customers did somewhat better in 1950 than in 1949, but there will have to be an improvement in their performance to equal 1948 and previous years back to 1941**

**Shippers and receivers of perishables continue to get a highly specialized service from the railroads**

**Eastern roads initiated second-morning delivery for merchandise and forwarder freight, from northeastern seaboard to midwestern cities, during the year**

ton-mile figure substantially. The average moved up from 223.6 miles in 1948 to 224.1 in 1949 and to 228.3 in 1950.

Other important sources of the railroads' revenues were down. Passenger earnings, for example, were 9 per cent less in the first nine months of 1950 than in 1949. Revenues received by the railroads for the movement of express in the first nine months were down slightly under 1949, but, more important, were down 38 per cent compared with 1948 and more than 50 per cent compared with 1945. Postwar rate increases for express simply drove small-lot shipments to parcel post, which is subsidized by the taxpayers — and by the railroads themselves, whose rates for carrying mail are not compensatory. All told, railroad operating revenues in the first 10 months of 1950 were 7 per cent up compared with 1949. Net operating income in the same period was up about 50 per cent, constituting a return on investment (after depreciation) of 4 per cent, compared with 2.86 per cent in the year 1949. Dividends appropriated by the railroads during the first nine months of 1950 were down 2.5 per cent under 1949.

The railroads' principal competitors in the carriage of freight enjoyed, for the most part, greater gains in traffic and revenues than did the railroads. Intercity truckers reporting to the Interstate Commerce Commission had an increase in tonnage of more than 21 per cent, and in operating revenues of more than 25 per cent, in the first half of 1950 compared with 1949. Net income of these companies was up more than 73 per cent. The revenues of reporting water carriers (including intercoastal) were up more than 33 per cent in the first half of 1950, although their tonnage declined slightly — 0.1 per cent. Pipe line revenues were up more than 15 per cent and their volume, almost 10 per cent. It is a safe assumption that figures for the full year will show even greater gains, 1950 compared with 1949, since the railroads' competitors probably enjoyed the same uprush of business in the second half of the year as did the railroads themselves.

No nationwide rate increase was sought or made effective during the year. The sole territorial proposal involving general increases was made by the railroads in Official territory, which filed in November for a four per cent boost. Hearings thereon have not yet been scheduled by the I.C.C.

What the shipper had to pay for freight during the year is best represented by the average revenue received by the railroads for each ton hauled a mile. This "take,"

during the first eight months of 1950, averaged 1.328 cents — exactly what it was in the same period of 1949. Thus, despite the fact that the eight-month 1949 average reflects nothing of the final "installment" of the Ex Parte No. 168 general rate increase—which was not effective until September 1, 1949—the average "price" paid by shippers, related to unit of service rendered, was no greater in 1950. This failure of average revenues to move upward with the general rate level is the result of a complex of factors, including the longer average haul and the effect of rate "taper" varying with distance; a shift in proportion of low- and high-rated commodities; and, more significant, individual commodity rate reductions to meet competition. Most outstanding of the latter was the 25 per cent cut in rates on certain iron and steel products by Official Territory roads, effective May 1, 1950.

### *Rates Not Inflated*

That freight charges actually received by the railroads in 1950 were far less inflated than wages and material prices is indicated by the following percentage comparison showing how average revenue per ton-mile received in 1950 stacked up with that earned in previous significant years:

| Year | Per Cent Increase in 1950 |
|---|---|
| 1949 | No Change |
| 1948 | 6.2 |
| 1947 | 23.4 |
| 1946 | 35.7 |
| 1945 | 38.3 |
| 1939 | 36.4 |
| 1929 | 23.3 |

Today's average freight charge is only 36 per cent above that of 1939, and 23 per cent above 1929. Obviously, the burden of increase has not fallen equally on all classes of shippers. Some say that bulk commodities received an unfair break, and that the distortion of distribution of the increases is an important reason for loss of traffic to trucks. Others say the increased rates were levied, rightly, according to ability to pay.

Whatever the merits of controversy, these figures show that the freight revenue actually received by the railroads for work done in 1950 was, by no stretch of the imagination, burdensome on the economy. Compare it, for example, with the ton-mile revenue of Class I intercity trucking concerns which report to the I.C.C. For the entire seven-year period, 1942-1949, the railroads' "take" averaged but one-fourth that of the truckers, per unit of service rendered. General railroad rate increases had but little effect in changing this ratio. Ton-mile revenue of the railroads in 1942, the first war year, was 24.9 per cent as great as the truckers'; in 1949 it was 25.1 per cent.

This rate relation of the two forms of carrier — plus the pick-and-choose proclivities of the motor carriers, with prejudice to small shipments, awkward freight and small-volume intermediate points of origin and destination — had an important bearing on the I.C.C.'s decision in November not to allow the merger of Keeshin and Pacific Intermountain to form a new transcontinental trucking system. In connection with this and 42 other proceedings still pending on important truck company consolidations, the railroads asked, last April, for deferment of decision, for the purpose of conducting a general investigation of "long-haul" highway transportation. The commission has not yet acted upon the railroads' petition, nor upon a like one filed by organizations of shippers in the grain trade, who fear that the further capture of long-haul, high-rated traffic between big cities by the trucks will weaken the railroads' ability to serve the intermediate towns and the bulk commodities. The I.C.C.'s 9-to-1 decision in the Keeshin case would indicate that it understands the necessity of keeping strong the "general practitioner" railroads and not allowing specialization of transport to get out of hand.

### *New "Highs" in Performance*

Achievement of new "highs" by the railroads in the accepted indices of overall operating efficiency has become commonplace, chiefly because the roads have managed to do better progressively during the past few years. All of these indices are seriously affected by traffic volume — the greater the business the easier it is to achieve a good showing. Yet, despite a general falling level in traffic during the past few years and a much lower level of business than during World War II, the railroads attained, in the first 10 months of 1950, all-time records in a number of significant statistical measurements of management's operating acumen.

Train load and speed, taken together, averaged around 44,000 gross ton-miles per freight-train hour, the highest of any year in history, and a significant increase over 1949. Average speed of freight trains, according to preliminary estimates, slightly bettered the 1949 figure of 16.9 m.p.h. Here too, railroading in 1950 set a new high.

For these measurements the railroads themselves take sole responsibility. Other important indices reflect the behavior both of the carriers and their customers. Some of them too showed significant improvement — though they did not reach all-time peaks. Car utilization (in terms of movement) is affected by detention on shippers' sidings as well as in railroad yards. Miles traveled by each car each day averaged 41.2 in 1950 — up 2.7 per cent over 1949, but down 6.6 per cent compared with 1948.

Car utilization (in terms of load) is another joint responsibility, and equally important in time of stringency of car supply. Net tons per loaded car averaged 31.4 in 1950, which was 1.9 per cent less than in 1949 and 4.6 per cent less than 1948. It was, however, slightly greater than the average in 1946, despite the fact that government minimum load restrictions were still in effect in that year.

### *Outlays for Plant*

The increase in efficiency demonstrated in 1950 is in large measure the result of heavy expenditures by the railroads for new and expanded plant during the five postwar years. Gross capital expenditures for additions and betterments in 1950 are estimated at $1,065 million, which is 17.7 per cent below the 1949 figure — the all-time high. About 74 per cent of the 1950 outlay was for equipment and 26 per cent for roadway and structures. The decline in equipment expenditures as compared to 1949 was attributed in part to the inauguration of the so-called Equitable plan by which some new equipment is leased rather than purchased, and especially to the decline in orders placed during the general business let-down that began during 1949.

Indicating record expenditures for at least the first half of 1951 was the extraordinary volume of orders for new freight cars placed in 1950. During that year commitments were made by the railroads and private car lines for 147,000 cars, mostly ordered by railroads. These orders compare with orders for a total of 6,223 cars in 1949. Also ordered by the railroads during 1950 were approximately 4,220 locomotive units—4,193 diesel-

electric, 15 steam, 2 electric and 10 gas turbine-electric. This compares with a total of 1,805 units ordered in the previous year. Actual installations of new rolling stock also hit high levels in 1950. During the first 11 months a total of 38,281 new freight cars and 2,132 locomotives were placed in service, compared with 92,562 cars and 2,884 locomotives in 1949. Complete figures on the railroads' 1950 equipment purchases will be published in next week's issue.

### New Wrinkles in Equipment

Important new developments in freight car equipment during the year included the introduction of the "DF" ("damage free") boxcar by General American-Evans Company, designed for handling high class commodities. Available on a lease basis, the car merges the advantages of a general purpose loading device with the latest improvements in riding qualities. The Pressed Steel Car Company showed a demonstrator combination box-refrigerator car, of "cellularlaminate" construction, called Unicel, which among other characteristics is said to be lighter and cheaper than equivalent steel cars. General American placed in service the covered hopper "transflo" car which makes it possible, without contamination, to ship in bulk dry, powdered or granular commodities like flour.

Many of the diesels placed in service in 1950 possessed the higher tractive force — in relation to horsepower — due largely to improvements in design of traction motors — which marked the new "lines" introduced successively by all of the major builders starting about the middle of 1949. Also made available to the roads during 1950 was increased versatility in diesel power — which will influence freight service directly, especially local pickup and branch line. It is estimated that, at the end of August, 1950, the railroads were moving about 43 per cent of gross ton-miles in freight service behind diesel locomotives and performing 59.4 per cent of yard switching hours thereby. The Union Pacific gave a stir to mechanical men by ordering, at the very end of the year, 10 gas turbine locomotives with electric drive, following successful operation of a demonstrator. This is the first actual purchase of a group of gas turbine locomotives, from production line, by an American railroad.

Of total capital expenditures in 1950, about $274 million was for fixed plant.

This investment will have a direct effect on the speed and cost of moving freight. New curve and grade alinements and strengthened bridges, for example, permit increased train loads and speeds and cut down normal braking.

Again, the new and improved freighthouses of 1950 have the strong, smooth platforms, good lighting and spacious clearances which go with high-speed mechanical handling of merchandise.

A large portion of 1950 construction outlays went into diesel servicing facilities. But yard and terminal improvements constituted the largest single category of improvements. Thus, the most critical area of railroad traffic capacity and service received the most attention during 1950. Numerous projects involved expansion to enable the railroads to cope with regional business growth — as in Houston and Los Angeles. Others had the chief purpose of handling existing traffic faster and more cheaply. Some involved the concentration of classification work and curtailment of subsidiary yards, with consequent advantages to shippers. Use of retarders and power switches increased, a new wrinkle at three yards being the automatic routing of cars being classified. Floodlighting, loudspeaker devices and radio communications were incorporated into many of the yard projects.

Activity in signal construction was, according to *Railway Age* estimates, somewhat higher than in any previous year. High priority was given to such projects as automatic interlockings to eliminate delays at railroad crossings, remote control of outlying interlockings, and centralized traffic control. These projects not only save train time on freight movement but produce high annual returns in operating savings. On at least one job the manufacturer agreed to a financing plan by which the railroad "pays as it saves." Improvement of communication facilities was at a high level during the year.

These expenditures had the obvious effect of giving better control of train operation. But they will bring even more direct benefits to shippers in enabling faster tracing of cars and are an absolutely essential foundation for such automatic furnishing of information to shippers and receivers on car dispatch, movement, interchange and arrival as has been introduced and extended by a number of lines. Expanded use of business machines, duplicating devices and other phenomena of modern business procedure was a mark of 1950, with consequent speed-up in billing of freight, advanced notification of receivers and an attack on the vexing problem of "no bills."

Railroad l.c.l. traffic declined in 1950. Purchases of materials-handling equipment for mechanization of station operations fell off, as a consequence. Nevertheless a number of stations received their first mechanical-handling equipment in 1950, and a considerable number of others placed additional units in service. According to a compilation which lacks a number of important lines' reports, there were placed in service in 1950, by 33 railroads, a total of 120 fork trucks, 35 tractors, 4 mobile cranes, 140 burden carriers, 1,750 four-wheel trailers and thousands of pallets — all added to station equipment in use at beginning of the year. In addition, three more stations were mechanized by the installation of "merry-go-round" conveyors. During the year the railroads showed increased interest in the use of containers for l.c.l., including the Southern Pacific and the Missouri Pacific.

### More Restrictions and Shortages

The Korean emergency brought with it a new temporary control mechanism over transportation and several important government orders, most of which had to do with conserving the supply of freight cars. Under the provisions of the new Defense Production Act, President Truman, on September 9, gave control over priorities and allocations to James K. Knudson, who had succeeded Colonel J. Monroe Johnson as head of the I.C.C.'s Bureau of Service. In October the new defense transport administrator submitted to the National Production Authority a steel allocation program for the building of a minimum of 227,400 new freight cars by June 30, 1952. This would call for enough steel for the building of at least 10,000 new cars a month, in addition to the maintenance and repair of existing cars. Latest statement of Mr. Knudson had it that no minimum load orders or other important restrictions are in the immediate offing in addition to the emergency service orders already issued by the I.C.C. effective September 20. The latter include penalty demurrage rates, ranging from $5 to $20 a day; imposition on the railroads of the obligation to effect prompt placement of loads and pulling of loads and empties and expedited dispatch for road

**Left—Platform handling of merchandise was further mechanized during the year, with particular emphasis on bolder experimentation. Right—Shippers and carriers, working together, pushed down the freight claim bill of the railroads almost 25 per cent in the first 10 months of 1950 compared with 1949. Sad sights like the load here depicted are being made more uncommon by better loading and bracing, bulkheading, special devices, and more careful handling**

movement; and restriction of cross-town trap and ferry cars.

The shortage in freight cars which stirred up the transportation fraternity during 1950 did not become marked until toward the middle of the year. A surplus as high as 200,500 cars occurred in the week ending February 25. In box cars alone a surplus of 12,439 was reported as late as the week beginning February 18. Nothing in the declining traffic trend of 1949 nor the disappointing level of earnings out of which railroads had to get the cash or the credit with which to buy cars gave management the "high sign" to build up their fleets beyond the demand of normal prudence. Hindsight may show that the railroads "guessed wrong" in not buying more cars earlier. But the fact is that, since the end of World War II, they have spent more than twice as much, in proportion to their earnings, for equipment and materials used in both improvements and maintenance as they ever spent before in their history.

Freight cars on line (including privately owned) as of November 1 totaled 1,938,311, an increase of 2.2 per cent over the fleet at the beginning of 1950 and 7.4 per cent more than at the beginning of 1949. The ratio of "bad order" cars to total on line stood at 5.1 per cent as of November 1, compared with 7.1 per cent at the beginning of the year and a peak of 7.5 per cent on February 1. The railroads' rival truckers seem to have had equipment shortages during the year, too, with numerous filed embargoes and hosts of unpublished ones, based on shortage of equipment and congestion of terminals. Interestingly enough, most of the embargoes were directed against small shipments, interline movements and deliveries to smaller points.

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"There may be some who prefer to believe that the American railroad industry is not progressive but is merely sitting back and taking the business that comes its way. There are millions of others who know that such belief is nonsense and that the railroads are setting a first class example for other industries in their aggressive and progressive programs.

"During the last five years, the railroads have expended more than four billion dollars to improve their service to the country. That money has been spent for new locomotives, cars, signals, track and a long list of other facilities.

"It has been spent with two primary objects in mind—first, to hold down costs through greater efficiency; and second, to produce better service for traveler and shipper alike. That means faster trains, greater-capacity trains, and operating procedures that obtain the most efficient use of every piece of equipment in service.

"Railroad spending for the materials, supplies and equipment they use works out to about $7,000,000 a day—every day in the year. The splendid trains of today are greatly superior to those of the past—and those of the future will be better still."

—*Seattle (Wash.) Journal of Commerce*

***"Eagle Merchandise Service" consists of cars especially equipped for handling l.c.l., small containers or "Speedboxes," and proposed third class "all commodity" rate on containerized freight***

**"Eagle Merchandise Service" car — 1,595 of these rebuilt, 80,000-lb. capacity cars are assigned exclusively to l.c.l. service between points on the M. P. and Texas & Pacific**

# M. P. Offers Merchandise-Service "Package"

Newly designed freight cars, merchandise containers, known as "Speedboxes," which are designed for easier handling of l.c.l. freight, plus a proposed third class "all commodity" rate on quantities of 400 lb. or more (the tentative effective date of this rate is January 29), have been combined into a "package" by the Missouri Pacific in its efforts to make its merchandise service more attractive to shippers and more competitive with the service of the truck lines operating in its territory.

The thought behind this innovation in railroad merchandise handling, which came from the road's chief executive officer, P. J. Neff, was that if the railroad could make the transportation of l.c.l. traffic more economical for itself and for the shipper and consignee, then it would be possible to regain some of this traffic and make all of it more profitable for the M.P. According to the railroad, the use of the "Speedboxes" in connection with the third-class rate will considerably reduce the incidental expense to both the shipper and the railroad in handling this merchandise traffic.

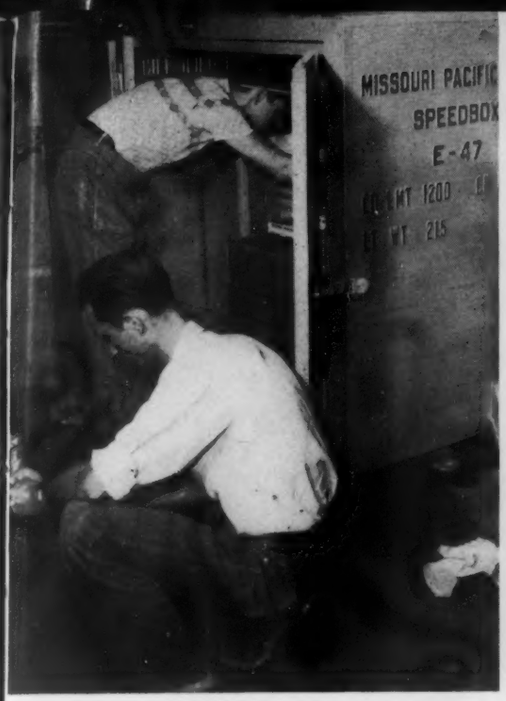
Beginning back in 1948, the M.P. began to experiment with containers for l.c.l. freight. At first, containers were loaded and unloaded at freight stations by the railroad's own forces. In his way, the road determined the most practicable size for the container, and learned where its use might make savings for the shipper, carrier and consignee. After that, an experimental tariff was issued (January, 1950) which allowed the railroad to take the container to the shipper for loading, and further, permitted delivery to the consignee at no extra cost to the patron. Now, third class "all commodity" rates on quantities of 400 lb. or more are being established, as the third step in this program.

In order to determine whether or not a device such as the "Speedbox" would be successful enough to justify its use in l.c.l. service, it was necessary for the M.P. to determine just what advantages would accrue to consignee, to the shipper and to the railroad itself. The results of the early experiments showed that the average l.c.l. shipment on the M.P. weighed slightly less than 400 lb. and consisted of some eight pieces. However, once use of the "Speedbox" began, under the experimental tariff, it became evident that the average "Speedbox" shipment was 11 pieces, which weighed in the neighborhood of 550 lb. Since each piece of freight, when handled individually, is handled or checked seven times (this was determined in early experiments with the containers), the 550-lb. shipment, if not containerized, would have meant 77 handlings, while under the "Speedbox" plan only the seven handlings are performed.

Based on these findings, the railroad figures that the drayman will make a 75 per cent saving in time when picking up the shipment and another 61 per cent when turning the "Speedbox" over to the station forces. Other time savings accruing to the railroad are: 70 per cent in station handling; about 62 per cent in handling at transfers; 61 per cent each in unloading to the platform at destination station and loading into delivery truck; again 75 per cent, in delivery to consignee; and a 90 per cent saving in loss and damages. (Loss and damage is so insignificant when freight is shipped in "Speedboxes" that the M.P. waives classification packaging requirements on freight so shipped.)

In addition, as a result of applying the all commodity rate, the M.P. says that it will save about 65 per cent in rating time at origin point, about 40 per cent in billing time at originating station, 40 per cent in destination revising time, and 15 per cent in destination expensing time. This is because tariffs will be published showing the rates from each general point of origin to each destination. These rates, therefore, can be easily applied without the help of a skilled rate clerk. On shipments handled in this way, therefore, Missouri Pacific forces and shippers no longer will have to determine classification packaging requirements and ratings, then determine the rate on each class of freight, etc. Of course, there is, too, a reduction in the amount of paper and supplies used.

For the shipper, the main advantages under this plan are: (1) saving in packaging time and material, since it is not necessary to package material placed in the "Speedboxes"; (2) saving of man-hours at loading docks in checking freight to and from carriers; (3) sav-




**1** Employees in shipper's warehouse start to load "Speedbox," working directly from shelves and stowing merchandise in packages in which it was stored. Classification packaging requirements are waived on Speedbox shipments

**2** Loaded "Speedbox" is sealed with car seal supplied by the railroad. Freight is charged on weight of contents of box, with 3rd class rate applicable on 400-1,200 lb.

**3** Rolled onto loading dock, "Speedbox" is ready to be picked up by the railroad's truck and moved to station. One man handles it with ease

ing in expense involved in replacing lost and damaged goods; (4) saving in charges on weight of packaging materials; (5) saving in time required in preparing bill of lading and shipping document; (6) reduction of vehicle congestion at shipper and consignee places of business; and (7) the entire shipment is kept intact. In addition, as mentioned above, the shipper is saved a lot of clerical work which he had to do before the "all commodity" rate was established, such as determining the classification packaging requirements and ratings, and determining the rate of each separate commodity moving on either a class or exception rating. This means a not inconsiderable saving to the shipper.

**4** "Speedbox" is ready for unloading at M.P. freight station. All Series E units are identical in size, weight and capacity. They are constructed of rigid aluminum

**5** Using Towmotor fork lift, freight station trucker transfers "Speedbox" from truck to "Eagle" merchandise car

**6** Stowman wheels box into place in "Eagle" freight car. At destination the process will be reversed and box will be delivered intact to consignee. "Hitching posts" are attached to the side wall of the car for securing load with steel strapping

**The Morgan Street side of the outbound house. This brick and reinforced concrete structure is entirely fireproof. In the second story, which is 620 ft. long, are the offices of the tenant company and of the Burlington agent and his staff**

# L.C.L. Station Features Mechanized Operations

***The latest ideas in freighthouse design, arrangement and equipment have gone into a large modern structure built by the Chicago, Burlington & Quincy at Chicago***

To consolidate its operations in Chicago, and thereby cut costs and improve service, the Universal Carloading & Distributing Co. has moved into a large new and highly mechanized $2,000,000 freight station, known as Freighthouse No. 10, which the Chicago, Burlington & Quincy has constructed at Cermak road and Morgan street on Chicago's south side. Features of modern freighthouse design incorporated in the structure include a wide assortment of mechanical equipment, featuring, as the primary freight handling device, an overhead chain-tow system for hauling platform trucks in a closed circuit; a pneumatic tube system for the efficient transmission of waybills between the offices and platforms; a communication system for the prompt issuance of instructions and information; fire-resistant construction; flanking paved roadways of sufficient width to permit ready maneuvering of highway trucks when backing up to the platforms; and ample and pleasant accommodations for the comfort of the working staffs.

The freight station is operated for the tenant company by Burlington forces working three shifts daily for five days a week and one shift each on Saturdays and Sundays. The work consists of consolidating l.c.l. merchandise originating in large Eastern industrial areas and in the Chicago area into carload units for outbound movement over the Burlington and its connections, and transferring incoming merchandise to highway vehicles for city delivery. At the present time about 1,300 tons of freight pass through the station daily.

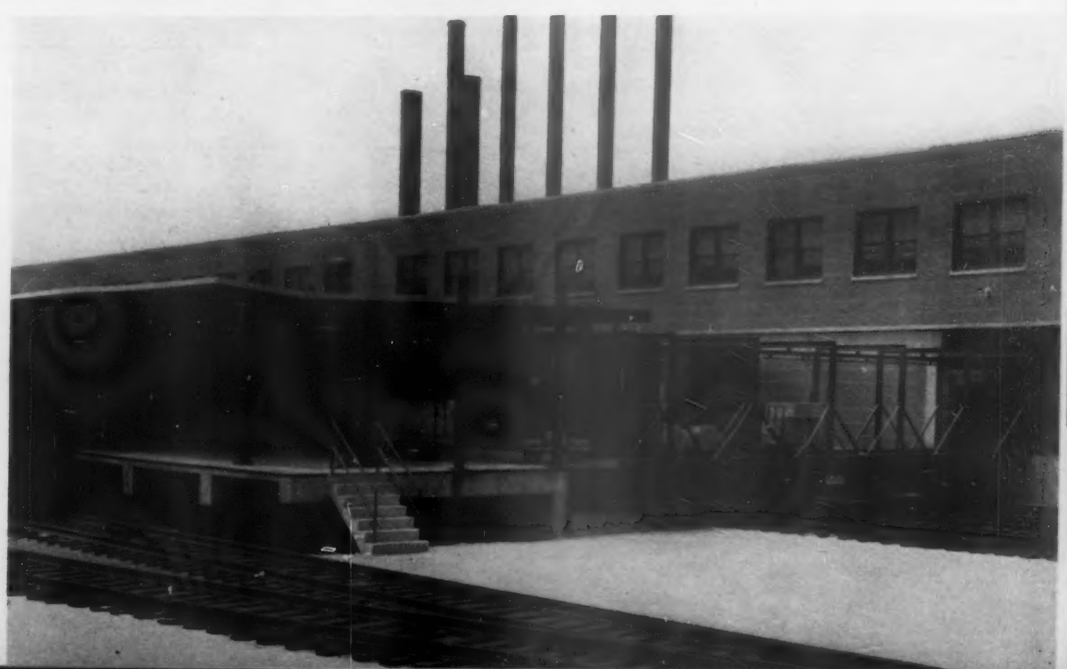
The new freighthouse was constructed on Burlington property lying east of Morgan street and extending southward from Cermak road to the south branch of the Chicago river. This property was formerly occupied by a coal company which, to make room for the freight station, was moved to another location on the Burlington. Preparation of the site for the new structure involved dismantling a number of coal docks, and filling a waterway, known as Joy's canal, which ran northward across the property from the river.

### *Major Elements of New Structure*

With their long dimensions lying in a north-south direction, the major elements of the new structure are an outbound freighthouse, 47 ft. 8 in. wide by 1,096 ft. long, which is of two-story construction for 620 ft. of its length at the north end; an inbound freighthouse, 47 ft. 8 in. wide by 1,000 ft. long; and a canopied platform

There is a large paved parking area for trucks and trailers on the east side of the inbound freighthouse

The island platform has a reinforced concrete deck supported on concrete girders and concrete piers. The canopy consists of a steel frame roofed with cement tile and tar and gravel



Platform trucks pulled by the chain conveyor pass over this swing bridge between the island platform and the outbound house. The bridge is electrically operated and swings open at the push of a button to permit the tracks to be switched

35 ft. wide by 1,000 ft. long. These three elements, together with a roofed cross platform at one end, are arranged in the form of an elongated capital E with the open end pointing north. The outbound house is on the west, fronting on Morgan street, the inbound house is on the east, and the canopied platform is in between.

The north 96 ft. of the outbound house, at the platform level, is occupied by a garage and repair shop for mechanical equipment. Other partitioned areas on the platform level include a foreman's office, a boiler room, a coopering shop, a first-aid station and a small "spotter's" office where incoming truckers bring their bills of lading and get their unloading instructions. The north 442 ft. of the second story of the outbound house is occupied by offices of the tenant company, while the remainder, 178 ft., contains the offices of the Burlington agent, W. R. Clark and his staff, a washroom, a locker room and a lunch room.

The outbound freighthouse and its second story are completely fireproof, being constructed of brick and reinforced concrete. The roof is a concrete slab topped by four-ply tar-and-gravel roofing. Features of the interior construction of the second floor include concrete floors, concrete walls covered with glazed tile, fluorescent lighting and steam heat.

The inbound house consists of a structural-steel frame covered with corrugated aluminum siding. The siding is fastened to the steel members by the Nelson stud-welding process, a relatively recent development in the building-construction field. In this method of erecting corrugated metal siding a series of studs are first arc-welded by a special welding gun to the steel frame. Then, while the corrugated sheets are held in position, extensions on the studs are driven through the corrugation crown by striking the metal with a rubber hammer at each stud location. Each stud head is then offset and rounded off with a rivet set and hammer.

The inbound house is roofed with Federal cement tile covered with tar-and-gravel roofing. Centrally located in this structure are small enclosures housing a foreman's office and a coopering shop. Projecting north from the north end of this house for a distance of 240 ft. is an open platform, 20 ft. wide. This platform and two tracks running along its east side are spanned by a 20-ton Whiting traveling crane.

### *Construction Details of Platforms*

The floors of both the inbound and outbound houses are of concrete on tamped-earth fills. The sawtooth arrangement is used on the tailboard side of both houses. All the door openings in the side walls of both houses are fitted with manually operated steel overhead-type doors.

The covered platform between the two freighthouses has a reinforced concrete deck supported on reinforced concrete girders and concrete piers. The canopy consists of a steel frame roofed with Federal cement tile and tar-and-gravel roofing.

Because the low bearing capacity of the soil in this area precluded the use of spread footings, all elements of the facility—the outbound house, the inbound house and the island platform—are founded on piling.

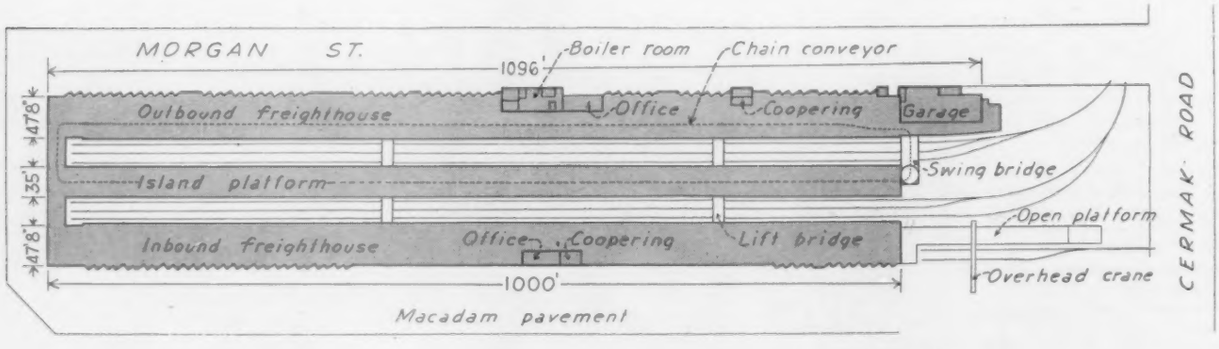
The platforms are served by six tracks, entering from the north, with a total capacity of 120 cars. Three of the tracks are located between the outbound house and the island platform and three between this platform and the inbound house.

Cross connections between platforms for the passage of equipment are provided by hydraulic lift bridges at four locations, two between the outbound house and the center platform and two between the inbound house and the center platform. When raised to platform height these bridges are supported by hydraulic cylinders and their ends are locked into the sides of the platforms. To permit switching operations to be carried out, each bridge is unlocked and lowered under control of a valve until it rests in a pit on steel girders, in which position three lengths of track carried transversely on the bridge line up both horizontally and vertically with the ends of the tracks on each side of the bridge. Track signals protect the bridges when they are in the raised position. The lift bridges are products of the Globe Hoist Company, Philadelphia, Pa.

### *Operation of Chain-Tow System*

Streamlined platform and house operation is brought about by the use of the chain-tow system (a product of the Lamson Corporation, Syracuse, N. Y.) for moving platform trucks; 10 Clark fork-lift trucks, each with a capacity of 1,000 lb.; two Yale & Towne fork-lift trucks, each with a capacity of 3 tons; 10 Clarkat tractors; and 12 Buda Chore Boys. The chain-tow system consists of an endless chain, 2,100 ft. in length, operating on trolleys running on I beams suspended from the roof. Fastened to the chain at 12-ft. intervals are hooks for attaching the platform trucks, which have rubber-tired wheels. Powered by two electric motors, the chain moves at a speed of 120 ft. per min. Each platform truck is provided with two short lengths of chain brought together at a hook by means of which the truck is coupled to the tow chain.

The chain moves counterclockwise in a rectangular




**Plan of the new structure, which is known as freighthouse No. 10**

**The accommodations for the office staff are pleasant and commodious**

circuit, traveling south through the outbound house, east along the cross platform at the south end of the station, north along the center line of the island platform, and west across a swing bridge back to the outbound platform. The swing bridge, a product of H. D. Conkey & Co., Mendota, Ill., is electrically operated and swings open at the push of a button to permit the tracks to be switched. Before this is done it is necessary only to stop the chain conveyor and disconnect the chain by removing a link.

After freight has been transferred from highway vehicles to platform trucks, a number is marked on each truck with crayon and the truck is coupled to and pulled along by the conveyor. As each load reaches the car for which it is designated, the truck is uncoupled from the conveyor and unloaded. The empty trucks are returned to the conveyor for removal where needed. At present 900 platform trucks are available for use with the tow system.

If necessary for any reason, the conveyor can be stopped by pull-chain switches located not more than 100 ft. apart throughout the length of the circuit. It can then be started again only after release of the switch by which it was stopped.

The communication system, with central control in the foreman's office, provides supervision and direct contact with operations over the entire facility. It is a combination paging and intercommunication system making use of loudspeakers and telephones. Each of the three platforms is provided with four loudspeakers and four telephones at strategic locations.

### *Wide Roadways Featured*

The pneumatic tube system, which materially expedites the distribution of waybills and freight bills, is installed between the "spotters'" office and the offices of the tenant company on the second floor, between the latter offices and the Burlington foreman's office on the outbound platform, and between the outbound platform and the inbound platform.

Roadways for truck traffic completely encircle the freight station—a feature which has permitted the establishment of a one-way traffic system. The roadway on the west side of the outbound house is paved with concrete from Cermak road to the river, and is 80 ft. wide. The crossroad along the south of the station, between it and the river, is 50 ft. wide, and is also concrete paved. The truck doors along the east side of the inbound house are served by an 80-ft. macadam-paved roadway extending from the river to Cermak road. East of and adjoining this roadway is another macadam-paved area 80 ft. wide, which serves as parking space. The macadam construction was used along this side of the station instead of concrete because the roadway lies on the filled canal and is therefore subject to settlement.

The facility was designed and constructed under the general supervision of H. R. Clarke, chief engineer of the Burlington, and A. H. Simon, engineer of buildings. The plans for the station were prepared by the architectural firm of Holabird, Root & Burgee under the supervision of Mr. Simon. All construction work was carried out under contract.

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"The nation's transportation facilities, tremendous as they are, can perform their utmost in crisis only under the conditions: (1) That private management is allowed free rein, within reasonable regulations, to maintain and operate facilities in a system of fair competition; (2) That government agencies, even in emergency, rely on the working of the enterprise system in transportation—and in all enterprise; (3) That the policies of organized labor and government's policies toward labor matters be such that all interests, including *the public interest*, be maintained. Strikes against such a basic segment of our entire economy—affecting every other part of the system—have no place in an emergency; (4) That required materials be allocated to assure adequate production; (5) That great care be exercised in use of manpower to prevent depletion of labor supply for basic transportation; and (6) That any tax legislation enacted take full consideration of the need to attract private capital for transportation requirements."—*Transportation Association of America.*

# Wabash FAST Freight . . .

***A service in which speed is based on keeping the trains moving***

Shipper influence is important to a large extent in routing freight on all railroads, but it is particularly important on the Wabash because, in all of its 2,393 miles a line, there is no "exclusive territory" — no important traffic center which is not also served by another trunk line. And the Wabash has few exclusive belt or terminal facilities that make use of its service mandatory. In other words, the Wabash's sole tool in soliciting freight is service.

Today's fast freight is the culmination of years of work and experience in designing a freight service that would win new customers for the Wabash — and keep them. This effort has produced a fast-stepping, precisely timed freight service based on "keeping 'em moving." On the maxim that a moving car is an earning car, and a standing car is an expense, the facilities of the Wabash have been designed and built to keep traffic moving. That this policy has been successful is evidenced by the large volume of high-rated "time freight" for which shippers select this route.

Because it does not have exclusive, well-diversified "natural" sources of traffic, the fortunes of the Wabash are highly dependent upon the rate of industrial activity — particularly in the automotive industry. Historically the Wabash has perhaps experienced greater traffic volume changes as a result of varying industrial activity than any other trunk carrier in its territory. These wide fluctuations reflect the road's biggest problem: a lack of the stable, diversified traffic, reasonably secure from violent economic fluctuations, which carries most railroads through hard times.

To offset this natural handicap, the Wabash's management has developed an "elastic concept" of freight handling in which maximum emphasis is placed on movement. Investment in "super-duper" yards and facilities has been avoided because the management reasoned that they could quickly become an onerous burden during slack periods. Instead, yards have been modernized and rebuilt so as to increase their train capacity and efficiency, but their storage capacity has been kept small. As long as the cars are kept moving, storage capacity is unnecessary.

The capacity of the line-of-road proper has been steadily increased through the installation of centralized traffic control, the maintenance of a heavy track and roadbed, suited to high-speed freight operation, by modern signaling, and by increasing use of diesel-electric power.

The Wabash normally receives about 65 per cent of its tonnage from connecting carriers; as a result, its equipment rentals are considerable and can mount rapidly if car movement is not watched carefully. The policy of keeping cars moving and not allowing them to "sit" in the yards, helps keep these rentals down. In these days of car shortages "keeping 'em moving" also stretches the available car supply farther — gets more use from every car.

Wabash fast freight performance is based on carefully timed, rigorously observed schedules. So far as possible, switching "tours" are geared to the loading times of industries and to the departure times of through trains. In larger terminal areas, where the volume of traffic justifies, the Wabash prefers to operate two or more switching tours so that sidings can be pulled more than once a day. In this way yards are kept from filling up, and cars can be switched to outbound trains more quickly.

Published schedules are carefully observed, and trains operate as scheduled, whether or not full tonnage is available at the time of departure. When possible, light trains are filled out with empties or with lower-grade traffic, but they are never held or cancelled because of inadequate traffic.

All manifest freight trains have fast schedules — frequently averaging in excess of 35 m.p.h. from termi-

nal to terminal, including time spent at intermediate points for picking up and dropping cars. The Wabash prefers running smaller, faster trains to slow, heavy tonnage trains, because of its large volume of high-rated traffic. But the increasing utilization of diesel power is making possible heavier train loadings without sacrificing schedules or train speed.

The speed and reliability of Wabash service are well known to informed shippers. The line has always enjoyed a large forwarder traffic to and from the East through its Buffalo gateway because of its performance record. And the line is also an important part of the Lackawanna's and the Lehigh Valley's "second morning delivery" merchandise service between the East and Chicago and St. Louis.

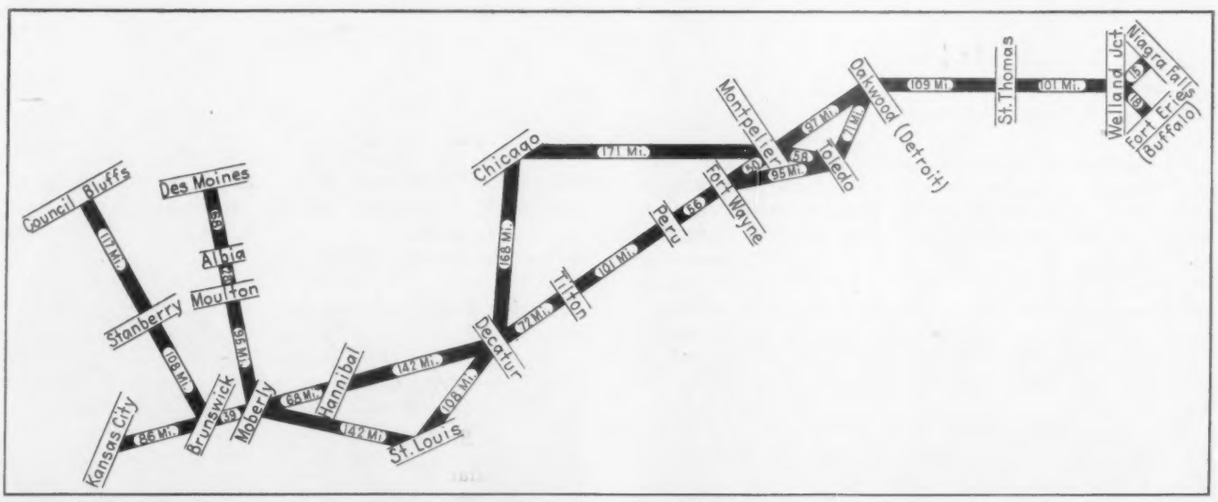
Performance is a big reason why the Wabash has been so successful in obtaining automotive traffic to and from Detroit, South Bend, Ind., and St. Louis. The automotive industry, with its huge, country-wide assembly-line production techniques, demands precise, fast, on-time transportation. The Wabash, with a high-speed east-west main line which avoids congested traffic centers yet provides access to them, is ideally suited for this type of operation. Likewise, the railroad, recognizing that the patronage of the automotive industry was worth better service, made the heavy investment in special equipment which is necessary for the handling of this specialized traffic. In 1949, the handling of vehicle parts alone produced $7,307,612, or 8.1 per cent of all freight revenues for the road.

The experience with special equipment for the automotive industry created an awareness of a trend toward other types of special equipment for volume movements. Although there was in the year 1940 no apparent need for covered hopper cars for "purely local" Wabash traffic, the management carefully "felt its way" by the purchase of five such cars. Immediately they so thoroughly proved their value as traffic and revenue producers that additions to the fleet have been made almost every year since, so far as materials for their construction have been available. These cars were originally designed for bulk cement loading, but their use has expanded to many other bulk commodities, including even soybeans and grains.

Similarly, in 1948 the Wabash experimented with 50 so-called "DF" cars. In the short period since, the demand has been so great that it has been necessary to materially augment the supply by purchase and lease. These cars have proved their efficiency in handling glass, paint, agricultural implement parts, automobile parts, and other commodities subject to damage in ordinary loading, including less-than-carload merchandise.

The predominant movement of tonnage on the Wabash is eastbound — principally because of the volume movement of western and southwestern fruit and vegetable traffic to modern produce terminals at St. Louis, Chicago and Detroit as well as to New York, Boston, Philadelphia and other eastern markets. This traffic produced $5,817,487 in freight revenue in 1949, or 6.42 per cent of the system total. Volume shipments of bituminous coal to the Chicago and Detroit industrial areas are also handled. In 1949 bituminous coal produced $5,249,438 in freight revenue, or 5.8 per cent of the system total. It was followed in importance by wheat and corn which produced $5,103,349, or 5.7 per cent of the system revenues, and by manufactured iron and steel which produced $2,778,297, or 3.0 per cent of the total.

Indicative of the Wabash's high freight train speed is the fact that average train-miles per train-hour in 1949 of 20.9 compared to a national average of 16.9 and a Great Lakes Region average of 17.1. Along with this high average speed, the Wabash handled 2,276 gross ton-miles per train-mile in 1949, compared with a national average of 2,534 and a Great Lakes Region average of 2,599 gross ton-miles. This slight loss in tonnage is compensated by the fact that higher average train speeds permit better utilization of motive power. In 1949 the Wabash averaged 137.1 miles per serviceable road freight locomotive day, while the national average was 112.5, and Great Lakes Region average 121.4 miles. In the opinion of its management, the economy of this efficient utilization offsets the small increase in expense resulting from running smaller, faster trains. Furthermore, much of the traffic moved represents highly rated commodities which would not move via the Wabash were it not for its expedited service. Therefore this operating "philosophy" not only has kept operating costs under rigid control, but is responsible for substantial traffic and revenues.




**"Modern service in the heart of America" is the Wabash's theme. This schematic map shows the main line from Buffalo, Detroit and Toledo to Chicago, St. Louis, Kansas City, Council Bluffs (Omaha), and Des Moines. Stations shown are main freight terminals and interchange points. The many branches which form an important part of the Wabash, are not shown. The Wabash also controls the Ann Arbor, running from Toledo north to Frankfort, Mich., on Lake Michigan with car ferries providing connection with carriers on the western side of the lake**

# 205 CARLOADS of beets a day for one plant

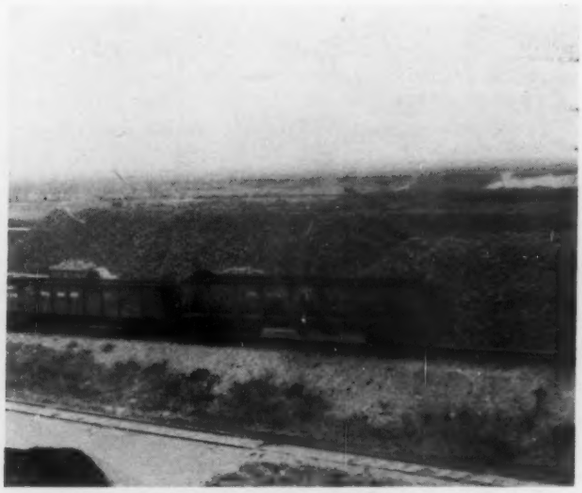
***How the Great Northern feeds three American Crystal Sugar Plants on a highly specialized operating plan***

Only the closest relationship that a railroad can have with a customer makes it possible for the Great Northern to bring in up to 205 cars a day of sugar beets — with a minimum strain on the country's car supply — into just one plant of the American Crystal Sugar Company at Moorhead, Minn. American Crystal operates nine plants in six states of the union; the Bingham plant at Moorhead is here singled out for attention because it is the newest plant, and because it is said to be the largest beet sugar factory under one continuous roof anywhere in the world.

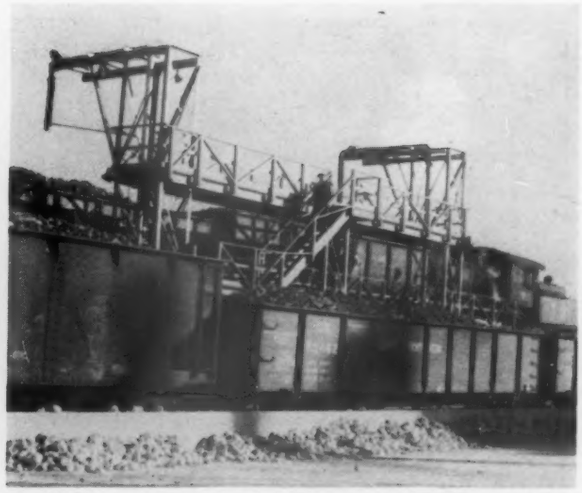
The plant, for tariff and operating purposes, is located at a new station dedicated and called Bingham Station by President F. J. Gavin of the G.N. at formal opening ceremonies on September 11, 1948, to honor the late J. B. Bingham, one of the pioneers of the beet industry in the Red River valley. To enable it to serve the facility, the railroad constructed three sidetracks, with a total capacity of 280 cars, adjoining its Fargo-Crookston line (familiarly, the "P" line) some three miles from Moorhead, Minn., along the Red river of the North. In addition, for the sugar company, it built some 5½ miles of spur and switching tracks to and within the plant property.

### *Activity Brief but Intense*

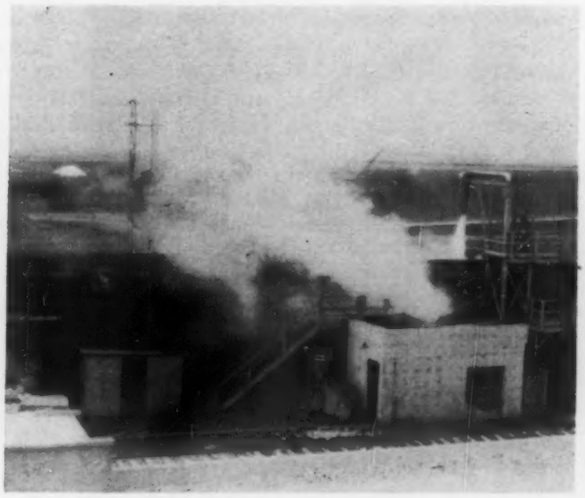
A peculiar and troublesome characteristic of the sugar beet processing business in the Red River valley is that the harvesting season lasts only from a month to six weeks and that, unlike most crops, the beets must be moved at once to the central factory. The processing plants themselves work, at the most, 100 days a year—intensely, on a 24-hr. basis, during that period — but virtually shut down, as far as bulk transportation is concerned, the remainder of the year. Storage of the beets is a ticklish job, for once the big root vegetables develop "hot spots" as a result of the decay of leaves or other



**INCOMING BEET CARS WITH LOADS** for immediate processing are spotted, 15 at a time, on the mill track



**A SUGAR COMPANY CREW FEEDS CARS** which are placed on the wet hopper track



**THE BEET CARS ARE EMPTIED** by gravity and hot water to a sluice below and are carried to the top of the plant

**CARS WITH BEETS FOR STORAGE ARE SET OUT** on long tracks and fed to cranes by caterpillar tractors

**BEETS ARE UNLOADED FOR STOCKPILING.** Some 150,000 tons of beets may be stockpiled by the end of the harvest

**MOUNTAINS OF BEETS**—which must be used up by the plant before severe cold weather sets in

**A TANK CAR BEING LOADED with molasses for outbound movement from the Moorhead plant**

**TYPICAL COUNTRY BEET-LOADING STATION in the territory served by the Moorhead plant**

matter, ruin spreads fast and far. The beets come to fruition in the fields almost simultaneously — normally about mid-October — and ideally they should be harvested, shipped and processed into sugar all on that date. Obviously, nothing of the sort is feasible. Indeed, every possible means is taken by the processer to start the period of harvest as early as possible and to collect as late as possible within the limitations set by the weather.

In an ordinary year, picking starts in September or early October and is pushed vigorously until the crop is all in, or until Old Man Winter calls a halt.

During the short beet shipping period, the Moorhead plant will receive from the growing areas the equivalent of a total of 4,500 to 6,000 carloads of beets (at 40 tons a car), of which 20 per cent comes by grower-driven truck from fields within a maximum of 12 miles from the plant, and the remainder by G.N. The manufacturing process will absorb direct from the cars about 3,200 tons of beets. Until October 1, this is the total volume that may be shipped. From that date until the end of the harvest, the excess of daily deliveries over plant capacity will be stored carefully in great stockpiles and watched for "hot spots." But even the stored beets—up to 150,000 tons stockpiled by the end of the harvest—must be used up by the plant before severe cold weather sets in, or by January 15 at the latest.

### *Must Have Cars Ready*

The collection of the sugar beets makes "tight" operations essential because the product cannot be stored at the country loading stations and the growers cannot clear their trucks unless empty cars are spotted under the elevating car loaders. Thus, even while full cars are being switched out and empties spotted, truck unloading must halt.

Moorhead is served presently by 12 country loading stations, located, as shown on the map, at Crookston, Ada, Eldred, Nielsville, Halstad, Georgetown, Hillsboro and Mayville, all on the Dakota division of the G.N., and Comstock, Durbin, Kindred and Newman, on the Minot division. Altogether plans were laid for the Moorhead plant to receive, by rail, this season, a total of 3,368 carloads from the Dakota division stations and 1,200 carloads from Minot division points. Peak movement into the plant was the week of October 9, 1950, when 1,014 carloads were shipped.

American Crystal Sugar also operates in this general territory a beet sugar plant at East Grand Forks, with a daily capacity of 2,200 tons, served by the G.N. from seven stations on its Dakota division—namely Crookston, Hixon, Ross, Minton, Manvel, Roan, and Grafton. Finally, three additional loading stations on the G.N. — Auburn, St. Thomas and Nash — consign beets via that road and the Chicago Great Western to A.C.S.'s plant at Mason City, Iowa, which has a capacity of 2,000 tons a day. The operating schedule for 1950 called for 2,186 carloads to be shipped via G.N. to the East Grand Forks plants and 772 carloads to Mason City. Thus, to all three plants, the 1950 load of the G.N., in raw beets alone, totalled 7,526 carloads.

### *Pool of Cars Provided*

For the movement of this tonnage during the restricted shipping season last year the railroad provided a pool attaining a maximum of 1,200 gondolas, including high-side drop-bottom hoppers ("battleships") and low-side, side-dump gondolas. This number of cars was regarded as sufficient to meet requirements. These cars started to move toward the loading stations eight to ten days in advance of the season's opening. Fortunately, because the beets cannot be stockpiled until cooler weather comes, about October 1 (as noted), the maximum number of cars are not needed at the start of the season.

Nothing is left to chance. In an operation of this magnitude and intensity there must be laid down a detailed master plan, even if deviations come later. Since it deals with a crop produced by hundreds of independent growers in an area exhibiting wide and quick changes in temperature, departures are almost certain. Nevertheless, at least a month before the beets begin to move, the G.N. operating department receives from A.C.S. a master schedule of the number of carloads to be dispatched to each plant each week for the duration of the season. These loadings are adhered to as far as is humanly possible. Necessary deviations can be handled directly by coordinated action of each plant with the local operating forces of the G.N., even though the overall pool is available for all three plants.

At the Moorhead plant, for example, the average

of 168 beet-loading cars made empty each day is the source of empties for the stations which serve it. The dispatch of empties from the plant unloading tracks to the country loading stations is actually managed by H. A. Tvedten, agricultural superintendent for the sugar company. He receives telephoned reports from each loading agent on car requirements for each day by 7 p.m. of the preceding evening, on the basis of which he gives orders to the railroad regarding the number of empties to be set out at each loading station.

### *Rapid Turnaround*

The majority of inbound loads to the Moorhead plant originates at country stations on the so-called "P" line of the G.N., indicated on the map. To serve these loading stations the railroad operates a daily Bingham-Crookston turn solely for sugar beets. This crew leaves Crookston at 7 p.m. daily and runs the 65 miles to Bingham sidings, picking up loaded cars at the beet stations en route, arriving about 2 a.m. It sets out its train on one track; the conductor picks up, from a yard box, a list compiled by the sugar company of the requirements, in terms of cars, of each beet-loading station; and the crew pulls from the adjoining track a sufficient train of empties to satisfy these requirements, which it sets out at each station as it makes the return run to Crookston. This unorthodox arrangement was agreed upon as the most workable by Mr. Tvedten and T. C. Basterash, trainmaster at Fargo for the G.N.

**MAP SHOWS RELATION OF COUNTRY LOADING STATIONS to the Moorhead plant (Points shown in capital letters are important terminal or junction points on the Great Northern)**

By this method there is accomplished an extraordinarily fast turnabout of equipment. During a large part of the loading season just ended, a two-day turn was made, the same cars being loaded every other day at some station on the "P" line.

To care for loading stations not located on the "P" line, the sugar company, shortly after receipt of telephoned evening reports of requirements from loading stations, notifies the G.N. yard office at Fargo how many empties must be started out to loading stations, and, at the same time, advises the G.N. plant switching-transfer crews how many empties should be taken into Fargo for dispatch for loadings on the second day following. These cars are handled by regular local freights out of Fargo.

The freight rates on raw beets from the various loading stations are based on a constructive distance scale. Charges are initially assessed on an average estimated weight per car and, at the end of the best shipping season, adjustments are made on the basis of the loading station scale weight — which is also the basis of settlement with the growers who serve the plant. Hence, it is unnecessary to cull cars by varying capacities or to record in any manner the loads of individual shipments. At loading stations, railroad crews set out the number of cars needed for the day's loading and the cars are utilized as they stand, being filled with beets to visible capacity. Similarly, no classification of beet cars whatever is required at the processing factory.

Even with this unusual simplicity of handling, movement of the beets into the plant is a difficult and exacting task. The requirement that the storage piles and processing plant, respectively, be "fed" cars without interruptions requires continuous service, seven days a week, by switch crews of the G.N. at the Moorhead plant. The job of these crews is to keep cars available for two large-capacity cranes to unload to stock piles—15 cars at a time being the "set-out" for each crane—and to keep filled a 15-car "mill track" with loads for processing. All these loads and cars made empty are moved to and from the Bingham sidings, located about a half mile from the plant. From the "mill track," a switch engine operated by sugar company employees pulls cars to be pushed up a "wet hopper track" for dumping into sluiceway for elevation to the plant proper.

### *Other Rail-borne Commodities*

The demands which the Moorhead plant makes on railroad service are not confined to the movement of raw beets — although the latter is the largest and most spectacular element of the transportation performed. The making of sugar from beets is a complicated process wherein a great tonnage of raw materials is required in proportion to the weight of final product — like making steel, or atom bombs. In addition to sugar beets the Moorhead plant, when it is at work, uses up, each 24 hours, the following commodities inbound by rail:

450 to 500 tons of coal
110 to 135 tons of lime rock
10 to 12 tons of coke
4,000 to 4,500 lb. of burlap for dried pulp containers
7,000 to 8,000 lb. paper for sugar containers

The density of outbound tonnage from the plant by rail or truck may be calculated by the fact that the factory will produce, every 24 hours, up to 400 tons of sugar and 150 tons of dried beet pulp (for feed and other purposes).

[O. A. Holkesvig, manager for the Moorhead and East Grand Forks plants of A.C.S., furnished information for this article, in addition to Messrs. Tvedten and Basterash—EDITOR]

# L. C. L. Suits Dixie Cup

By J. L. GEEVER
Traffic Manager
Dixie Cup Company

**Dixie Cup's new warehouse at Easton contains 120,000 sq. ft. of floor space. There are six car spots at the loading dock**

That the railroads can give good, dependable l.c.l. service when they set up proper movements—and then police such movements—has been proven to us here at Dixie Cup by the Lehigh Valley, the New York Central, and Nickel Plate. These three roads have set up "custom-made" schedules for us which provide for our loading trap cars to break bulk at points distant from our Easton, Pa., plant such as Manchester Transfer, N. Y., Springfield, Mass., and Cleveland, Ohio, with expedited service from break-bulk points to final destination. (A description of the New York Central's "custom-made" service appeared in *Railway Age* of March 25, 1950, page 56.)

Since a substantial portion of our outbound shipments are in l.c.l. quantities, it can readily be seen that the quality of l.c.l. service is of prime importance to us in the selection of a carrier. Prior to the railroads' setting up these schedules for us we were considering trucking to some areas to meet the delivery time. While we do not demand air express service for the price of l.c.l. movement, we must have *dependable* service. Hence, since we have secured good results in the areas they serve from the roads that have provided this "custom-made" service we are quite happy about railroad performance.

The primary function of the modern manufacturer's traffic department is to deliver the company's merchandise to the customer at a price industry can afford to pay, on time and in perfect condition. Here at Dixie, we feel it is no great feat to place merchandise overnight in a market 2,000 miles from origin through the use of an expedited, expensive air service. Distribution must be economical, however, and in distribution I include every step from the end of the assembly line until the product is on the shelves of the retailer. In order to help achieve an economical distribution system we recently built a new warehouse, at a cost of close to a million dollars, and equipped with the latest mechanical devices to help us economize our order picking, storage loading, etc.

Good handling of paper work was a natural follow-up to improve physical handling. Now, in order to assure that proper quantities are loaded in the freight cars, thus avoiding, as far as we can do it, overs and shorts which are a nuisance to the carriers as well as to our customers and to us, we have instituted a new procedure which seems to fill the bill pretty well. (The importance of this system is easily recognized if it is remembered that a large portion of our outbound shipments are in less-than-carload quantities.) As shipping orders come into the traffic department we place them in racks corresponding to the various destinations (i.e. break-bulk points) of trap cars. Then a master or "stock assembly" sheet is prepared which shows the gross amount of each of our products which will be loaded the next day. This list is sent to the shipping room about 7 p.m. each evening. Fork-truck operators then pick up the number of pallet loads of material called for on the stock assembly sheet and take it to the conveyor side. Thus, as soon as work begins on the following day, the proper amount of material to be loaded is ready to be counted into the lots that the individual customer requires. Then each case is stenciled and the material is quickly on its way, over the conveyor system, to the cars.

The loading is, in a sense, where the work of the railroads begins. Recently, the traffic and transportation departments of the Lehigh Valley, Nickel Plate and New York Central set up loading schedules for the larger portions of our outbound movement. These loading schedules were for freight which could move over their lines. A loading schedule, for example, for all points west of Buffalo, N. Y., and east of Cleveland has us loading to the L.V.'s Manchester Transfer. Freight destined to customers in the areas east and north of Springfield is loaded to that transfer. The Cleveland freighthouses of the N.Y.C. or Nickel Plate receive all freight for destinations on their respective lines west of that point. All transcontinental freight and freight for west of Chicago goes to Proviso, Ill. (C. & N. W.)

We load trap cars containing large quantities of our products to these points where they break bulk for movement to final consignee. Obviously giving the carriers a reasonably long road haul before breaking bulk tends to decrease their expense for transfer handling, cuts the loss and damage potential, and by eliminating transfer handlings reduces the amount of time required for the

**Fork trucks bring pallet loads of products to a conveyor. The car loading dock is right outside the windows. As the checker at the car being loaded calls for a certain number of cases of a product men take cartons from the pallets, stencil them with the name and address of the consignee and send them on their way to the cars. (Stencils are prepared the night before the loading is scheduled to be done.)**

**LOCAL AND WESTBOUND LOADING FROM CLEVELAND, OHIO**

**(See Alphabetical Zone List)**

| Zone No. | Cleveland Loads to |
|---|---|
| 101 | Erie, Pa. |
| 102a | Ashtabula, Ohio |
| 102b | Erie, Pa. |
| 103 | Andover to Jefferson, Ohio |
| 103 | Brookfield to Williamsfield, Ohio |
| 171 | Indianapolis, Ind. |
| 172 | Springfield, Ohio |
| 173 | Indianapolis, Ind. |
| 174 | Louisville, Ky. |
| 175 | Bryan, Ohio |
| 176 | Cincinnati, Ohio |
| 177-181 | Indianapolis, Ind. |
| 182 | Blank |
| 183-184 | Indianapolis, Ind. |
| 185 | Evansville, Ind. |
| 186 | Indianapolis, Ind. |
| 187a-f | Danville, Ill. |
| 187gh&i | Indianapolis, Ind. |
| 188-189 | Danville, Ill. |
| 190-197 | Indianapolis, Ind. |
| 198-200 | Danville, Ill. |
| 201 | East St. Louis, Ill. |

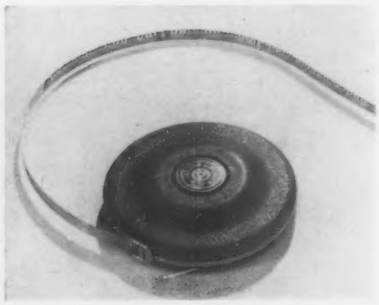
l.c.l. shipments to reach destination. The shipper should be interested in all these improvements, since ultimately they tend (1) to keep down his transportation bill, and (2) give better satisfaction to his customers. Of course, for the railroads to set up the sort of movements they have set up for us requires going a little bit out of their way, and it is especially noteworthy that in this case railroads have cooperated to make this service possible. However, good l.c.l. service gives the carriers a strong talking point when soliciting carload business.

The railroads have made it extremely easy for us to load our freight properly. For example, the New York Central has furnished us with a complete listing of zone stations in the territory served from Cleveland by the N.Y.C. to which regular loadings are made (as shown in the table). We also have a list which shows us just which cities are in each zone and a list showing each city and its proper zone number. Thus, it is easy to determine whether or not freight should be loaded in the Cleveland trap car, and loading becomes a simple matter. Generally, we load a car to these various transfers at least every other day, and frequently the movement is daily.

**Everything in the warehouse is palletized. Since 118 different products are stored here, pallet loads of each product have an individual and regular make-up. This simplifies the job of order picking**

**After cartons have been stenciled they move through an aperture and onto the long conveyor which, as shown, parallels the car loading dock**

# New and Improved Products of the Manufacturers



**A 50-ft. steel-tape which rewinds automatically was put on the market recently by the Master Rule Manufacturing Company, Middletown, N. Y. The entire 50 feet may be rewound in 10 seconds, the manufacturer states. The case is of formed steel covered with fabricoid. The tape is ⅜ in. wide, made of high-carbon spring steel and is nickel plated for protection against moisture. Graduations are black for easy reading**

## SCOOP FOR LIFT TRUCKS

A hydraulically operated scoop accessory for use on its lift trucks has been announced by the Towmotor Corporation of Cleveland, Ohio. This device swiftly picks up, transports and dumps bulk materials such as coal, sand, cement, scrap and many other similar items.

The scoop accessory is actuated by a powerful two-way hydraulic cylinder, and is said to offer positive finger-tip control of the angle of the scoop. With the lift truck's mast in vertical position, the hydraulic scoop will tip 45 degrees forward for dumping the load, and 30 degrees backward for carrying the load. It is reported that with full open throttle, the scoop can be dumped from the carrying position in approximately three seconds on the Model LT-35 Towmotor lift truck, two seconds on the LT-40, 44, and 48 models, and in one second on the larger models.

Quickly detachable couplings in the hydraulic lines leading to the scoop, and simplified suspension from the fork support shaft, make this accessory readily interchangeable with standard pallet forks. The scoops are available in seven different sizes, with 8, 9 (two sizes), 10, 12, 13 and 15 cu. ft. capacity. The only variable dimension on scoops of different capacities is the overall width.

## BAKER "FC" FORK TRUCKS

Its FC line of center-controlled, battery-powered fork trucks, in capacities ranging from 3,000 to 6,000 lb., has just been announced by the Baker Industrial Truck Division of the Baker-Raulang Company, Cleveland 2, Ohio. All models are stand-up drive.

These trucks are equipped with a shockless automotive-type steering wheel, which has a steering knob to facilitate sharp turning and backing into position. A wide-angle all-steel knuckle-type, steering axle, mounted in rubber blocks and pivoted longitudinally to provide accommodation to uneven roadways, is said to add to its maneuverability. One pedal, operated by the left foot when the driver is in the normal driving position, controls both power and braking. An interlock cuts off power when the brake is applied. The brake is mounted on the motor shaft, and equalized braking action through the differential is provided. Cushioned dynamic braking in two rates may be obtained, the manufacturer states, by reversing the travel controller and advancing the accelerator. Levers for controlling hoist, tilt, direction of travel and acceleration are located close to the operator's right hand.

Some of the specifications of the FC-40, the 4,000 lb. capacity model, are: width over drive wheels, 37¼ in.; outside turning radius, 74 in.; overall height, 83 in.; telescoping lift, 16 in.; initial lift, 63¼ in.; fork length, 36 in., with an outside spread of 32 in.; wheel base 43 in.; and weight, with battery, approximately 7,500 lb.

**CONTINUING ITS EFFORTS to promote use of bituminous coal, the Baltimore & Ohio has recently displayed a special exhibit—one feature of which is shown above —at such cities as Baltimore, New York and Philadelphia**

# New Book . . .

**MAIN LINE OF MID-AMERICA, The Story of the Illinois Central, by Carlton J. Corliss. 490 pages, illustrations. 8¾ in. by 6 in. Bound in cloth. Published by Creative Age Press, New York. $4.75.**

This is the best railroad history in many a year, if a combination of accuracy, good selection and interesting treatment be the criterion. The first 100 years of the Illinois Central are so full of interest that many volumes would be required to tell its story. Thick as this book is, it leaves out much. But what *is* included is so compactly put together that the average railroader will have few questions unanswered when he lays it down, stimulated mentally beyond measure.

As Mr. Corliss writes: "Railway histories do not lend themselves to perfect chronological arrangements; the I. C. is no exception." The present-day system is the result of merging or leasing some 200 companies, yet the story as it is told here flows smoothly and hangs together well. The secret: It deals with each corporate part of the railroad as a unit and, in addition, devotes separate chapters, covering the whole century, to such special topics as agricultural development and suburban business. The latter, entitled "Nary a passenger"—after a "morning report" on the initial service operated—is fun and fact combined and the chapter most likely to interest, in order of priority, (1) Chicagoans and (2) anybody who commutes anywhere.

In 1951 the I. C. will celebrate the centennial of the signing of its charter. But its lineage goes back to January 16, 1836, when Illinois legislators—Lincoln included—passed a bill authorizing and supporting a state-owned "Central Railroad," from Cairo to Galena. It was to be regarded as the "grand stem" from which would diverge other grandiose public works. After more than a million dollars had been spent the project was abandoned, with nothing to show for the taxpayers' sacrifice except a bad grading job and a short, ill-equipped railroad between Meredosia and Jacksonville—now part of the Wabash. The experience soured Illinoisans on public works, and investors all over the world on Illinois. Then, in 1843, a man got elected to the U. S. Senate chiefly because he promised to revive the project—this time, as a private enterprise. Ultimately, the federal government was induced to grant lands to aid the undertaking, and the I. C.'s charter was signed.

The building of the so-called charter lines of the I. C. in the 1850's was the most stupendous engineering and financial undertaking up to that time. The Central would be 705 miles long and would cost the unprecedented sum of $20 million. Also, it was built in unsettled territory, and at least 100,000 laborers had to be "imported."

The Central is at the same time a northern and southern and an eastern and western railroad. It straddles many rate territories. While it had some interest in lines below the Ohio prior to December, 1873, that date marked the true linking of North and South, when the first through train operated between New Orleans and Chicago.

As the first federal land-grant road, the I. C. pioneered in policies to attract settlers, sell land and build traffic that later were taken up by other midwestern and transcontinental roads. In 1855 it promoted the first agricultural fair ever held in Chicago. In 1858 there was held, in its shop in Centralia, the first state fair in Illinois; visitors slept in 2½ miles of I. C. cars parked on sidetracks. The first fruit shipment under refrigeration on any railroad in the country was made on the I. C. from Cobden to Chicago and in 1867 the "Thunderbolt Express" became the first all-strawberry train in history.

This book has a whole chapter on Lincoln, who was concerned with the I. C. project from 1836 on. In his first political campaign he argued: "No other improvement that reason will justify us in hoping for can equal in utility the railroad." He later did important law work for the Central and received once a fee of $5,000 for one tax case. His subsequent political activities were largely supported by this, including his debates with Douglas. These debates put him on the road to the presidency, so, in a sense, the I. C. made Lincoln president!

Enough of the financial history of the I. C. is given in the book to make clear the policies that gave it its unusual strength and success—an important reason for writing history. The I.C. is one of the few large older railroads which has never defaulted on a dollar of bonded debt; never been in receivership; and never undergone reorganization. From 1859 to 1931 it had an unbroken dividend record on its stock—a feat equalled, according to Mr. Corliss, by only one other Class I railroad in the country.

You can usually tell whether a book is the result of winnowing more material than can be used. This one is. The book is, to a great extent, the life work of Carlton J. Corliss, who, 30 years ago, became interested in I. C. history while engaged in valuation work for the road. He has been absorbing facts about it ever since. Further, to this experience he added, for the writing of this book alone, a 2½-year period of full-time research, in which he was aided by many members of the railroad's "family." Railroad men who believe good history is important to their industry owe thanks to the Association of American Railroads for granting a leave of absence to Mr. Corliss from its public relations staff so that he might complete with such complete success this impressive and worthwhile labor.

UNION PACIFIC RAILROAD
What! You're shipping it by Truck?
Well — OK! But have you really thought about it from all angles?
Frankly, there would be very little freight for anyone if it weren't for the railroads. At least in the western area which our railroad serves.
Why? Well, for goodness sakes, how come that farmers prospered . . . towns grew up . . . industry developed? And, as a result, there was more and more freight business. Honestly, now, could that have happened without the railroads.
Looks like the truck lines owe us a vote of thanks for building a market for them . . . as for all industry.
Whenever you want reliable transportation we'll be delighted to serve you.
Be Specific - Ship Union Pacific

**APPROPRIATE HORROR is reflected in the face of this youthful "rail" as he contemplates a shipment routed via highway carrier. The advertisement is the first of a series of "baby ads" that the Union Pacific has begun to release**

# GENERAL NEWS

## Court Upholds I.C.C. On Rail-Barge Rates

### Sustains order fixing differentials under all-rail rates

The United States Supreme Court has upheld the Interstate Commerce Commission's order requiring railroads and water carriers on inland waterways to establish through routes and joint rail-water rates reflecting differentials under all-rail rates. The court's 8-to-1 decision was embodied in an opinion by Justice Minton and announced on January 2.

The dissenter was Justice Douglas who filed a separate expression charging that the commission was "seeking to promote" the Congressional program under which the government-owned Inland Waterways Corporation, operator of the Federal Barge Lines, is "subsidized."

The action of the Supreme Court was one of affirming a lower court ruling which had sustained the commission. Railroads and other interested parties had appealed from the ruling of that lower court which was a statutory three-judge court sitting in the United States District Court for the Northern District of Illinois.

The assailed commission order, dated June 13, 1949, was issued in the long-pending No. 26712 and related cases dealing with the general question of rail and barge joint rates. (See *Railway Age* of July 9, 1949, page 140.) The proceeding was then 15 years old, having been instituted in 1934.

Meanwhile, the commission's original report in the case had been made in July, 1948. The differentials plan which it found justified and subsequently required by the June 13, 1949, order, followed generally the proposals of Inland Waterways Corporation. (See *Railway Age* of July 17, 1948, page 47.) The required differentials have not become effective, the commission having postponed their effective date from time-to-time while the appeal was pending in the courts. As now fixed, the effective date is March 1.

After a highlight review of the case's history, the Supreme Court's majority opinion came to its consideration of the appellants' "primary contention," which was that the commission could not prescribe rail-barge rates differentially lower than all-rail rates without proof of lower costs of the rail-barge service. Cost evidence in the case indicated that rail-barge operating costs were greater than all-rail operating costs.

In rejecting the contention, the court first pointed out that barge lines participating in the prescribed rates will absorb "all the differential." It went on to call the situation one wherein the appellant railroads "complain of competition." And "not persuasive" was the argument that the commission order was not justified because it was not supported by a finding of lesser cost of barge service.

"The commission," the court continued, "is not bound to require a rate as high for the inferior as for the superior service. To do so would certainly destroy the principal worth of the inferior service and send all freight to the railroads; practically, there would be no competition between the different modes of transportation."

#### Barge Lines Cited

As to the contention that the barge lines' divisions of the joint rates would not be compensatory, the court cited contrary representations of the barge lines. While it concluded that the barge-line proportions would be "compensatory," it went on to suggest that, if non-compensatory rates did result, a "rate hearing" would be the "proper proceeding" in which to rectify such situations.

"The joint rail-barge rates prescribed neither ignore nor destroy the inherent advantage of rail traffic," the opinion said in another place. It added: "The 'inherent advantage' of rail carriers shown here is superiority of service. The joint rail-barge rates do not fail to reflect this 'inherent advantage' for the same reason that a man who wishes to ride quickly and comfortably buys a Pullman ticket on a fast train instead of a coach seat on a 'milk run' train. No one would contend that fixing a lower price on the 'milk run' train seat fails to preserve the superior accommodations offered by a Pullman space."

The decision also rejected contentions of various commercial interests who were appellants complaining that the I.C.C. order gave preference to New Orleans, La., over Georgia and Texas ports. "If preference there is to New Orleans, it is geographical and not by act of the commission," the court said.

In his dissenting opinion, Justice Douglas said he agreed with the majority holding that the differentials need not be measured by the difference

**THE LONG ISLAND'S new "board of strategy" held its first press conference in the railroad's Jamaica, N. Y., offices on December 26. Seated, left to right, are Col. Sidney H. Bingham, chairman of the New York City Board of Transportation; William H. Draper, Jr., new trustee of the L. I.; and Richard E. Dougherty, retired vice-president of the New York Central. Standing, left, is Frank H. Simon, and, right, Horace B. Stetson, general manager and superintendent, respectively, of the L. I. Messrs. Bingham and Dougherty are serving as consultants to Mr. Draper, whose appointment as trustee was reported in last week's *Railway Age*, as was Mr. Simon's appointment as general manager. An account of the conference at which this picture was taken also appeared in the news section of last week's issue**

in cost between rail-barge and all-rail service. He insisted, however that costs were a "relevant factor for consideration by the commission." When the commission "proceeds to fix differentials without knowing what the relative barge and rail costs are," it is "experimenting as a legislative body might do, not performing the infinitely more exacting task of the rate expert," Justice Douglas also said.

Then came his statement that the commission was seeking to promote Congress' subsidy program. "That," he added, "may be important and desirable. But the standards which guide the commission are still found in section 307(f) [of the Interstate Commerce Act] . . . Congress is entitled to disregard costs completely. But I do not think the commission is."

## Federal Barge Lines Lost $733,660 in Fiscal 1950

The government-owned Inland Waterways Corporation, operator of the Federal Barge Lines, reported a consolidated net deficit of $733,660 for the fiscal year ended June 30, 1950, according to the annual report submitted by I. W. C. President A. C. Ingersoll to Secretary of Commerce Sawyer. While this reflects an improvement of $266,405 as compared with the consolidated net deficit of $1,000,065 reported for the previous fiscal year ended June 30, 1949, the operating deficit was greater in fiscal 1950—$731,731 as compared with $503,898.

These are the reported figures, but President Ingersoll said that some items recorded in the accounts for the two years were not comparable. He had in mind "bookkeeping adjustments" totaling $795,485 for excess depreciation and unused annual leave in the fiscal 1949 accounts, and amounts in the 1950 accounts (totaling about $175,000) which related to depreciation and reserves for "casualties" and insurance.

As to the greater operating loss in fiscal 1950, Mr. Ingersoll attributed it to the decline in revenue, which was down from $10,199,052 to $9,811,552. "It is interesting to note," the report said, "that although single count freight tonnage carried was 63,920 less in 1950, the freight revenue derived from that tonnage was $6,755 more. But serious losses in revenue occurred in freight towage and charter rents. Freight towage revenue dropped $266,740, approximately 96 per cent, due to the almost complete disappearance of oil towing. Charter rents dropped $78,379, approximately 56 per cent, due to the fact that the corporation had less equipment available in a condition suitable for chartering."

In discussing the "future outlook" for I. W. C., President Ingersoll said the Korean war and the country's increased defense activity had not been felt "fully" by the corporation. He added, however, that "a decline in merchandise traffic is beginning to be felt," but "whether this decline will reach the serious proportions which were characteristic during World War II is still conjectural."

"Meanwhile," the report continued, "total offerings of merchandise and bulk traffic continue high. The barge situation on the other hand becomes a more critical emergency with each passing month and unless very substantial replacements of barge tonnage are made during the coming fiscal year, it is expected that traffic will have to be curtailed. Vessel efficiency would be greatly improved by construction of modern and efficient towboats although freight can continue to be handled at a loss as in recent years with the corporation's existing towboat fleet. Towboat maintenance is being carried out for the indefinite continuation of such an operation."

In the latter connection, the report had previously referred "again, as for several years," to the "high cost of maintaining and repairing the corporation's largely worn out fleet." This expense for fiscal 1950 was put at "over $1,100,000 or nearly 11 per cent of all operating expenses."

## Army Trains Personnel at C. & O. Yards in Richmond

A two-month test project, designed to provide on-the-job training for army railroad personnel, has been worked out between the Transportation Corps at Ft. Eustis, Va., and the Chesapeake & Ohio yards at Richmond. At present, 70 men from Ft. Eustis are located at the yards, where they work with regular civilian personnel to learn railroad operations. If this first project is successful, the army plans to send other groups to the yards for technical training.

Lt. Col. Louis G. Jamison, in charge of technical rail training at Ft. Eustis, helped work out the plan with the C.&O. Col. Jamison was formerly with the Pennsylvania, and during World War II was commander of a railroad unit in Europe. His last position with the P.R.R. was that of freight trainmaster on the New York division.

## Transport Now Comes Under Production Agency

Defense activities of the government in the field of transportation fall within the jurisdiction of the Defense Production Administration which President Truman created by executive order on January 3. D.P.A.'s control, however, is on the general-policy level, and the Defense Transport Administration, headed by Interstate Commerce Commisioner James K. Knudson, is expected to continue functioning as heretofore.

In the latter connection, the Presidential order required the administrator of D.P.A. to "provide by redelegation or otherwise" for the continued performance by D.T.A. and other like agencies of functions previously delegated to them by the President. The administrator of D.P.A. will be Wil-

*(Continued on page 50)*

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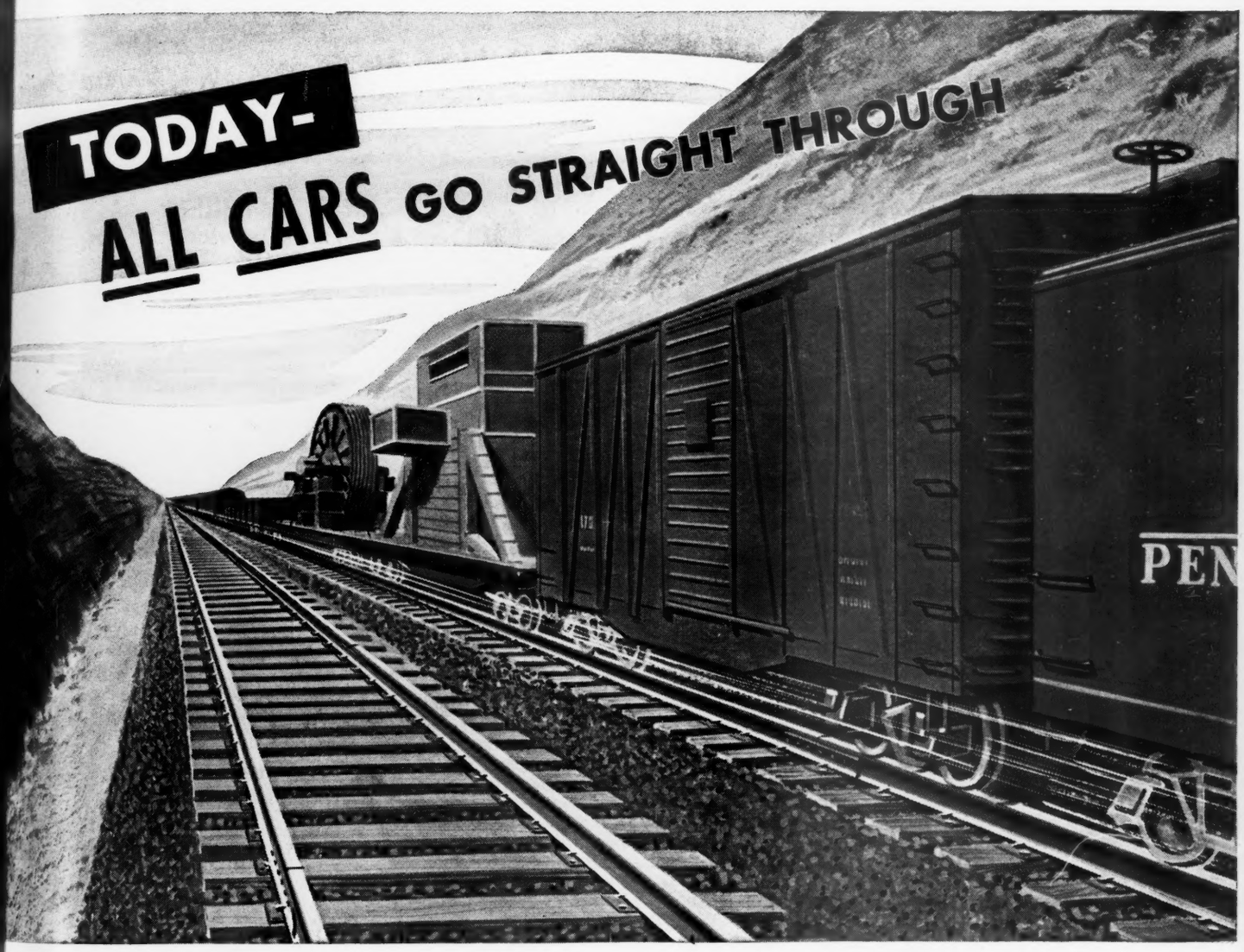
**STANDARDIZATION OF CALLING CARDS of railroad representatives at important points where many companies maintain traffic agencies is being urged by the T. P. & W., which has started the parade with 3-in. by 5-in. cards of its own. As evidenced by the New York card reproduced herewith, the "calling card" lends itself to use as a file card in a standard catalogue drawer or desk file. The T. P. & W. hopes that other railroads will issue to their representatives similar calling cards, so that an industrial traffic manager may keep for ready reference a direct file containing all pertinent information necessary to make contact with any railroad office in town. The reverse side of the T. P. & W. card contains a map of the road and its connections. "Quite a few railroads" have already written the T. P. & W. for sample copies, indicating they might join in the movement**

# Elimination of Panhandle Tunnel p
# the East, West, South and Southwes o

The map indicates an important link in the Pennsylvania Railroad's short, direct route between East, West, South and Southwest, now open to the biggest box cars and the high and wide loads. Elimination of the Panhandle tunnels has been one of the great features of a program involving improvements between Pittsburgh and St. Louis costing $81,000,000 . . . all to save shippers time and money.

# pens shorter direct route between
# o big box cars...big open loads!




**NOW...** the biggest box cars and the extra high and extra wide freight loads can travel this short, direct route between the East, West, South and Southwest without detour, without delay.

That's the result of the achievement of Pennsylvania Railroad engineers in eliminating four old tunnels on the Pennsylvania's "Panhandle Division" between Pittsburgh and Columbus, Ohio. At a cost of nearly $9,000,000 hills have been sliced apart, streams re-routed, highways re-located to build this new right-of-way that saves up to 3 days shipping time for big box cars and high and wide open loads.

The tunnel eliminations are completed. So, no matter its size, route your next shipment between the East, West, South and Southwest this direct, short, fast way... via Pennsylvania.

**PENNSYLVANIA RAILROAD**

### *Engineers Reject Wage Settlement*

**General chairmen of the Brotherhood of Locomotive Engineers, meeting at Chicago on December 28, voted to reject the proposed three-year wage agreement with the railroads, details of which were summarized in last week's *Railway Age*. B. of L. E. officials were instructed, it is understood, to seek "more favorable" terms.**

**General chairmen of the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Firemen & Enginemen were scheduled to meet at Cleveland, Ohio, on January 4, and those of the Order of Railway Conductors at St. Louis, Mo., on January 7, to consider their organizations' action in the case.**

*(Continued from page 47)*

liam H. Harrison who has been administrator of the National Production Authority. The latter is one of the agencies brought under the jurisdiction of D.P.A.

Such agencies had previously been brought within the jurisdiction of the overall Office of Defense Mobilization which is headed by Charles E. Wilson, former president of the General Electric Company. Their future relationships to O.D.M. will be through D.P.A.

Meanwhile, the President's order also created in O.D.M. a Defense Mobilization Board, which "shall be advisory to the director" of O.D.M. The latter will be the board's chairman, and other members will be the secretaries of defense, treasury, interior, commerce, agriculture and labor, the chairman of the board of governors of the Federal Reserve System, the chairman of the National Security Resources Board, and "such other officials" as the O.D.M. director "may from time to time delegate."

In a statement issued along with President Truman's order, O.D.M. Director Wilson said in part:

"The establishment of the Defense Production Administration . . . and the Defense Mobilization Board are logical and timely steps in the orderly development of our defense program. The board will advise and assist the director in all major fields in which he has been assigned responsibility—production, food, transport, manpower, maintenance of a sound economy, and foreign aid.

"The Defense Production Administration will provide coordination and direction to the production phase of the program. Its administrator will be given all of the powers over priorities, allocations, requisitioning, loans, purchasing, and certification of accelerated tax amortization which have heretofore been given to other agencies by the Defense Production Act and by executive order.

"Under this plan of organization, the Office of Defense Mobilization will determine general policies very much like the Office of War Mobilization did in World War II, and the Defense Production Administration will have about the same powers as did the former War Production Board. However, while W.P.B. conducted both programming and operating in its own name, the new administration will concentrate on programming and will delegate back to the operating agencies the actual administrative functions which they now perform."

As indicated in the foregoing, the administrator of D.P.A. will be the "certifying authority" under the accelerated-amortization provisions of the tax act which was enacted last September. Those provisions permit amortization of certified facilities over a period of 60 months. Until the assignment went to the D.P.A. administrator, the "certifying authority" had been the chairman of the National Security Resources Board, W. Stuart Symington.

## Truck Association Sponsors Radio Program

American Trucking Associations was scheduled to become sponsor on January 7 of the radio broadcast of American Forum of the Air. The program will be carried every Sunday afternoon for 13 weeks over the N.B.C. network.

It is A.T.A.'s initial venture into radio. It will not mean suspension of A.T.A. newspaper advertising although it will curtail its volume, the association's announcement said.

## 518 Salaries of $20,000 Or More Reported in 1949

There were 518 railroad officers receiving compensation during 1949 at the annual rate of $20,000 or more, according to a compilation issued recently by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

The compilation, Statement No. 5060 of the bureau, shows that average compensation for the group amounted to $31,768. This was a decrease from the average of $32,353 paid in 1948, when the number of officers included in the group was 488. These figures cover both Class I line-haul roads and Class I switching and terminal companies.

The total amounts paid to the $20,000-and-over group in 1949 and 1948 were $16,455,737 and $15,788,223, respectively. Twenty-two officers received 1949 salaries of $70,000 or more, while 214 of the 518 were in the $20,000-to-$24,999 salary class. These latter received 28.73 per cent of the total amount paid to the $20,000-and-over group in 1949.

In a brief comment on these figures, the bureau noted that the 518 officers in the 1949 group represented an increase of 73.83 per cent above the 298 in that group in 1942. The average compensation of members of the group was $30,573 in 1942, $1,195 less than the 1949 average.

Requirements for railroad reports to the I.C.C. in 1949, from which the bureau obtained its figures, also called for information from each road as to the five persons receiving the largest amounts of compensation during 1949, regardless of the salary basis. This listing, together with those persons in the $20,000-and-over group, made a total of 878 officers with respect to whose salaries returns were received.

The 878 received aggregate compensation in 1949 of $20,184,180, or an average of $22,989. This average in 1948 had been $23,103, and there were 845 officers in the group at that time. As the bureau noted, some or all of the top five officers of some roads did not receive as much as $20,000.

## C. of G. Establishes Rail-Truck Service

"To afford its patrons better and faster handling of l.c.l. freight," the Central of Georgia inaugurated rail-truck service on January 2. Initial operations are on routes between Columbus, Ga., and Chattanooga, Tenn., and between Newnan, Ga., and Griffin; other routes, already approved by the Interstate Commerce Commission and the Georgia Public Service Commission, will be inaugurated as rapidly as practicable. Additional service on an intrastate basis in Alabama is still awaiting state approval.

The new service will be operated by the Central of Georgia Motor Transport Company, a wholly owned subsidiary of the C. of G. As announced under Railway Officers—Special, general superintendent of the highway subsidiary will be Gordon Lee Wait, formerly connected with truck operations of the Missouri Pacific, who will maintain Cedartown, Ga., headquarters.

Primary purpose of the new truck service, C. of G. officers said, will be speed in handling l.c.l. shipments. Prevailing rail rates will apply, and no attempt will be made to "pick" cargoes; the railroad states that any freight offered for shipment "must and will" be accepted.

"Highways will get fair treatment from C. of G. trucks," railroad officers added. "The railway desires to, and will, operate trucks which conform strictly to federal and state regulations, including weight, size and speed."

## Excess Profits Tax Bill Is Passed by Congress

Congressional action on an excess profits tax bill, H.R. 9827, was completed January 1 when the House adopted the conference report which reconciled differing House and Senate versions of the measure. The conference report was previously adopted by the Senate on December 22, 1950, so the House's action sent the proposed legislation to President Truman. The President signed it on January 3.

Generally, the final version of the bill would impose an excess profits tax

PAGES FROM THE

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America's First Completely Dieselized Class 1 Railroad

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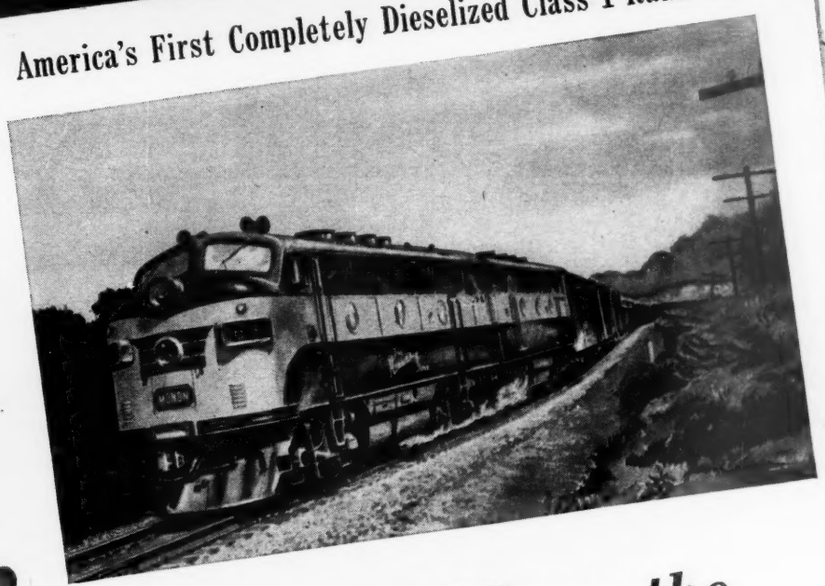
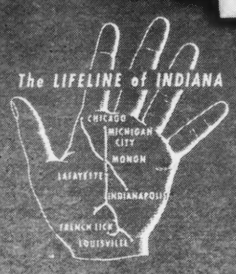


**Clearances** *are the highest and widest between all points on its lines.*




Your shipments will ride "high, wide and handsome" on the NEW Monon. No reloading, no by-passing or detouring of open loads of excessive dimensions. Your shipments *go through*—and arrive in perfect condition. This is another feature of Monon service-with-a-plus . . . the service that insures dependable, efficient handling of your freight shipments, large or small.

**MONON**

THE HOOSIER LINE

Chicago, Indianapolis and Louisville Railway Company

**A MAJOR DEFROSTING JOB—When a November cold snap froze the loads in hundreds of cars of iron ore at Lake Superior ports, threatening to delay transshipment to mills and stockpiles, the railroads "turned on the steam" from locomotives spotted in the yards — as shown in these four pictures taken at Allouez, Wis., on the Great Northern. Each engine was hooked up to 20 or 25 cars through flexible hose connections laid on the ground**

of 30 per cent, and increase present corporate surtax rates by two percentage points. Meanwhile, it would fix at 62 per cent an over-all ceiling rate for the normal tax, surtax and excess profits tax combined.

As to the computation of excess profits taxes, the taxpayer would be given the option of an average-earnings or invested-capital basis. The former would permit an excess-profits credit equal to 85 per cent of the average earnings for the best three of the four years 1946-1949. On the invested-capital basis, the credit would be 12 per cent of the first $5 million, 10 per cent of the next $5 million, and 8 per cent on all over $10 million of invested capital. Seventy-five per cent of a taxpayer's borrowed capital could be included in invested capital, with corresponding adjustment of interest deduction.

Of special interest to the railroads is a third choice—a special alternative excess profits credit—which would be available to them and other regulated utilities. It would be the sum of their income taxes plus six per cent on invested capital, with borrowed capital included on a 100 per cent basis. (Here again there would be corresponding adjustment of interest deduction.) The railroads sought arrangements of this kind in hearings on the bill.

Other provisions of special interest to the railroads include those stipulating that amounts involved in conditional sales agreements shall be allowed as borrowed capital; and the so-called lessor-lessee provisions, which stipulate that income taxes paid by a lessee for a lessor shall be excluded from the excess profits income computations of both, and which provide for equitable apportionment of the excess profits credit between a lessor and lessee under certain long-term railroad leases.

The excess profits tax provisions of the bill would become effective as of July 1, 1950, while the increase in surtax would be effective with taxable years beginning after June 30, 1950. The latter means that the railroads generally would get the surtax increase as of January 1, 1951.

## Probe of Bus Fares Dropped by I.C.C.

Finding that present fares and charges had not been shown to be unreasonable or otherwise unlawful, the Interstate Commerce Commission has discontinued the general investigation of bus fares which it instituted in July, 1946. The proceeding was docketed as No. MC-C-550, and the commission's action was that recommended in the proposed report by Examiner Michael T. Corcoran.

As reported in *Railway Age* of August 5, 1950, page 60, Mr. Corcoran's report was a comprehensive presentation of 191 mimeographed pages, which reviewed a record that included evidence as to the history and all present phases of the bus business. The commission's report occupied seven mimeographed pages. It noted that no party to the proceeding filed exceptions to the findings of fact contained in the proposed report or to the examiner's recommendations.

"The present intercity fares and

## 50,742 New Freight Cars for New York Central's Preparedness Program

Putting an 11,000-mile railroad into top working or fighting trim is no overnight job. You can't wait till record peacetime production or a national emergency creates the need.

That's why New York Central started building its new freight fleet in 1945 . . . the minute steel became available. And Central has gone right on ordering an average of 10,000 new freight cars a year.

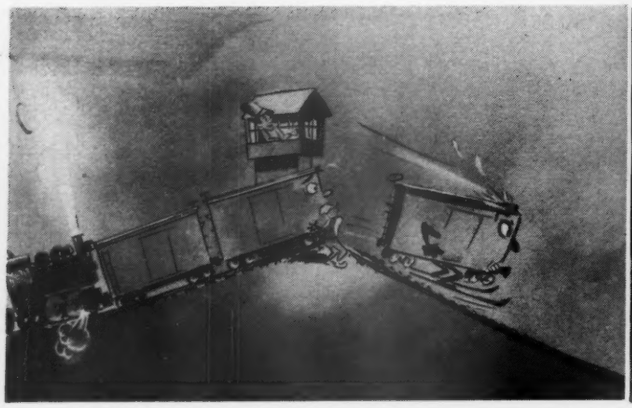
So, today, thousands of new New York Central freight cars are riding the rails. And more are rolling off the production lines daily in one of the largest new car programs in railroad history.

These cars represent a $232,000,000 item in Central's preparedness plans. A vast *private investment* in the *public interest*. For it is by railroad freight, above all, that America mobilizes its might for prosperity in peace and security at all times.

# New York Central

**The Smooth Water Level Route**

NEW YORK CENTRAL SYSTEM



**TWO SHOTS from the Baltimore & Ohio's new cartoon-style sound slide-motion film on loss and damage prevention, produced in color by the Stephen Fitzgerald Company, New York. It is not a "how to do it" educational piece, but aims to inspire railroad men who know their jobs to do their tasks more carefully. Each man who has anything to do with the handling of freight is told that if only he will "think twice" he will do the job the right way, and in doing so he will create good will among the company's patrons, and, thereby, job security for himself**

charges of respondents are, on the whole, lower than those in effect in 1934, prior to federal regulation," the commission also said. It added that bus fares in effect in 1947 averaged only 69 per cent of those in effect in 1934. The report went on to say that, while most of the bus lines have made "selective" increases since 1947, there have been no "widespread general increases."

## C.A.A. Estimates Show 1950 Was Good Air Line Year

Scheduled air lines in 1950 had a 13 per cent increase over 1949 in the number of revenue passengers, according to year-end estimates by Donald W. Nyrop, Civil Aeronautics Administrator. At the same time the air carriers maintained their "high safety level of recent years," with only four fatal accidents in 460,453,000 revenue miles.

"Using the National Safety Council measuring rod of passenger fatalities per 100 million passenger miles flown, this gives a rate of 1.2 in domestic operations, compared with 1.3 for the previous year," Mr. Nyrop said. The fact that there was one international accident in 1950 against none in 1949, however, brings the combined domestic-international rate to 1.4, compared with 1.0 in 1949, he added. A total of 144 persons were killed in accidents involving scheduled air lines in 1950.

During the year, freight ton-miles of these scheduled air lines went up 33 per cent, according to Mr. Nyrop's estimates. Domestic carriers accounted for a total of 120.5 million ton-miles during 1950, an increase of 27 per cent over 1949. Express ton-miles flown by domestic lines in 1950 reached 37 million, an increase of 33 per cent over the previous year.

Mr. Nyrop also reported that under the Federal Aid Airport Program 598 grant agreements were entered into in 1950, involving $40,600,000 in federal funds. During the year 452 projects were completed, at a cost to the government of $27,300,000.

## Union Shop, Check-Off Bill Sent to President

Passage by the House on January 1 completed Congressional action on the bill to amend the Railway Labor Act for the purpose of authorizing the inclusion in labor-management agreements of provisions for a union shop and a check-off of union dues. The bill, S.3295, had been passed by the Senate on December 11, 1950, so the House's action sent it to President Truman.

That action, by a roll-call vote of 292 to 52, came after the acting chairman of the House committee on interstate and foreign commerce—Representative Beckworth, Democrat of Texas—had successfully executed a maneuver which brought the Senate bill before the House. A similar House bill, H.R. 7789, was also pending, but its proponents had been unable to obtain a rule for its consideration from the House committee on rules.

Acting in accordance with instructions he had received from the interstate commerce committee, Representative Beckworth got the Senate-approved bill before the House by calling it "up from the speaker's table." The maneuver resulted in a roll-call vote of 286 to 48 whereby the House agreed to consider the bill.

In the debate which followed, Representative Beckworth's argument for passage of the bill was supported by the interstate commerce committee's ranking minority member and former chairman — Representative Wolverton, Republican of New Jersey. "As I see it," Mr. Wolverton said, "the matter before us is very simple. It is merely a question of whether the Congress desires to continue to deny to railroad labor the right by collective bargaining with management to negotiate union-shop agreements when we have protected by the Taft-Hartley Act that right in all industries except those subject to the Railway Labor Act."

The House's favorable action on passage of the bill was preceded by defeat of a motion to recommit the measure to the interstate commerce committee. That motion was made by Representative Smith, Democrat of Virginia.

## I.C.C. Suspends Tariffs Cancelling Tourist Fares

The Interstate Commerce Commission has suspended, from January 1 through July 31, the operation of tariffs whereby western railroads propose to cancel their so-called tourist or "intermediate class" fares. The commission will investigate the proposal of the western roads in a proceeding docketed as I.&S. No. 5883 which has been assigned for hearing before Examiner Glenn at Washington, D. C., on January 31.

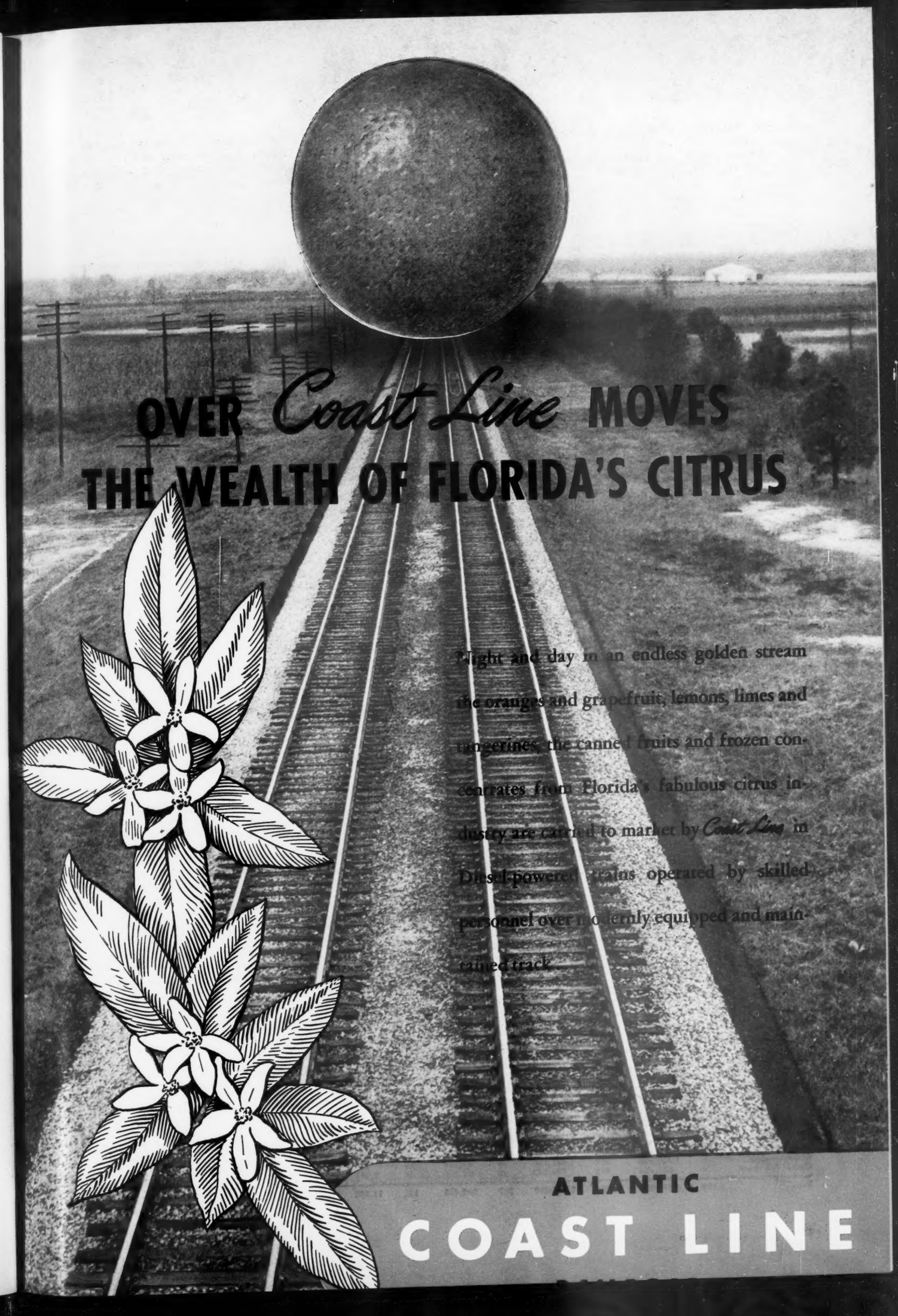
## W. J. Brennan Retires

William J. Brennan, a member of the Interstate Commerce Commission's staff for more than 45 years, retired December 31, 1950. Mr. Brennan was appointed an attorney-examiner with the commission in 1926, and was serving in that capacity, in the Bureau of Formal Cases, at the time of his retirement. A native of Wisconsin, Mr. Brennan first entered the commission's service in 1905.

## Freight Car Loadings

Car loadings for the week ended December 30 were not available when this issue of *Railway Age* went to press.

Loadings of revenue freight for the week ended December 23, 1950, totaled 747,204 cars, and the summary for that week as compiled by the Car Service


OVER Coast Line MOVES
THE WEALTH OF FLORIDA'S CITRUS
Night and day in an endless golden stream the oranges and grapefruit, lemons, limes and tangerines, the canned fruits and frozen concentrates from Florida's fabulous citrus industry are carried to market by Coast Line in Diesel-powered trains operated by skilled personnel over modernly equipped and maintained track.
ATLANTIC
COAST LINE

Division, Association of American Railroads, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, December 23

| District | 1950 | 1949 | 1948 |
|---|---|---|---|
| Eastern | 136,166 | 115,752 | 116,305 |
| Allegheny | 151,760 | 129,680 | 128,496 |
| Pocahontas | 55,244 | 47,584 | 46,418 |
| Southern | 132,322 | 111,001 | 103,031 |
| Northwestern | 80,134 | 67,369 | 64,586 |
| Central Western | 127,305 | 97,383 | 95,675 |
| Southwestern | 64,273 | 54,534 | 54,188 |
| Total Western Districts | 271,712 | 219,286 | 214,499 |
| Total All Roads | 747,204 | 623,303 | 608,699 |
| Commodities: | | | |
| Grain and grain products | 52,739 | 39,982 | 37,722 |
| Livestock | 8,876 | 7,965 | 7,445 |
| Coal | 152,436 | 133,983 | 133,160 |
| Coke | 16,128 | 11,987 | 13,670 |
| Forest products | 49,411 | 36,722 | 31,941 |
| Ore | 14,074 | 12,268 | 11,279 |
| Merchandise l.c.l. | 78,250 | 77,098 | 75,716 |
| Miscellaneous | 375,290 | 303,298 | 297,766 |
| December 23 | 747,204 | 623,303 | 608,699 |
| ecember 16 | 772,902 | 639,723 | 754,552 |
| ecember 9 | 766,743 | 668,825 | 782,913 |
| ecember 2 | 739,922 | 693,923 | 804,172 |
| lovember 25 | 701,421 | 664,555 | 722,936 |
| Cumulative total 51 weeks | 38,297,147 | 35,414,107 | 42,134,218 |

**In Canada.**—Car loadings for the week ended December 23 totaled 74,389 cars, compared with 79,580 cars for the previous week, and 65,398 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|---|---|---|
| Totals for Canada: | | |
| December 23, 1950 | 74,389 | 34,043 |
| December 24, 1949 | 65,398 | 29,206 |
| Cumulative totals for Canada: | | |
| December 23, 1950 | 3,851,285 | 1,617,851 |
| December 24, 1949 | 3,857,663 | 1,572,526 |

## New Truck-Industry Role Is "Jumper-Into-Breach"

"If World War III comes and brings with it the sabotaging and bombing of our defense plants and transportation facilities, rail services may be disrupted and the trucking industry will have to be ready to step into the breach," Leland James, president of American Trucking Associations, declared in a year-end statement.

Mr. James said "the magnitude of this added task is hard to estimate but the survival of millions of our people and the winning or losing of the war itself may depend upon its correct appraisal, and the provision in advance of the facilities needed to meet the situation."

The statement by Mr. James appraised the role of the trucking industry in connection with defense production. The A.T.A. president said that while there are 71 per cent more trucks in service today than in 1941, all available trucks in the country are already working, with the prospect of greater need in the year ahead.

Mr. James estimated hat 9,000,000 trucks of all types will be required by the end of 1951 to maintain "essential" truck transportation. He said the A.T.A. has already advised the Defense Transport Administration of the trucking industry's 1951 needs, which include 106,000 heavy truck tractors, 418,000 medium trucks and truck tractors, and 96,000 trailers.

## Republic Opens Mexico City Office

The Republic Carloading & Distributing Co. has announced the opening of a branch office in Mexico City. The new office, Republic's 53rd, will supplement the Laredo, Tex., office, through which the company's Mexican business has been previously handled.

## Canadian Rate Increase Hearings Begin January 19

Hearings will be opened at Ottawa, Ont., on January 19 by the Board of Transport Commissioners on the Canadian railways' December 21 application for an immediate general freight rate increase of five per cent (See *Railway Age* of December 23, 1950, page 38.)

No dates have been announced for consideration of railway requests for an increase of an unnamed amount which the railways want to go into effect June 1 next, or for a complete change in the rate-making method, which could in itself bring about higher charges.

The companies seek the five per cent increase to offset expenses of a seven-cents-an-hour wage increase obtained by 124,000 non-operating employees and estimated to cost $30,800,000 a year. The proposed freight increase would yield about $17,500,000 a year. The final three cents of the seven-cent wage boost were awarded December 19 by Justice R. L. Kellock of the Supreme Court of Canada, acting as government arbitrator in the long railway-union wage dispute. He also set next June 1 as the effective date for a five-day, 40-hour week for employees without loss of pay from the present 48 hours. It is to cover the cost of the shorter work week that the railways have asked for the deferred rate increase.

Hearings on the five per cent application will follow shortly after a January 15 session before the transport board at which the railways have been asked by the commissioners to bring in proposals for equalization of freight rates in the various areas of Canada.

## I.C.C. Approves Steamship Line's Fla.-N.Y. Rates

The Refrigerated Steamship Line's proportional rates and charges covering the truck-water movement of citrus fruit from inland points in Florida to New York, have been approved by Division 3 of the Interstate Commerce Commission. The rates vary with the inland origin of the fruit, which moves to the ports of Fort Pierce and Jacksonville by truck.

The commission's findings were made in Docket No. 30403, a proceeding instituted by the I.C.C. to determine the lawfulness of the steamship line's system of quoting combination truck-water rates on the citrus fruit movements. The rates were opposed by railroads publishing competitive all-rail rates on similar movements between Florida and New York.

Division 3 said the proportional rates were generally reasonable with the exception of shipments from Vero Beach to Fort Pierce, where a reduction of one cent a box in the truck rate was suggested. The division also found unlawful the steamship line's practice of advancing trucking charges to the truckmen actually performing the cartage, whether the trucks were owned by the shipper or otherwise.

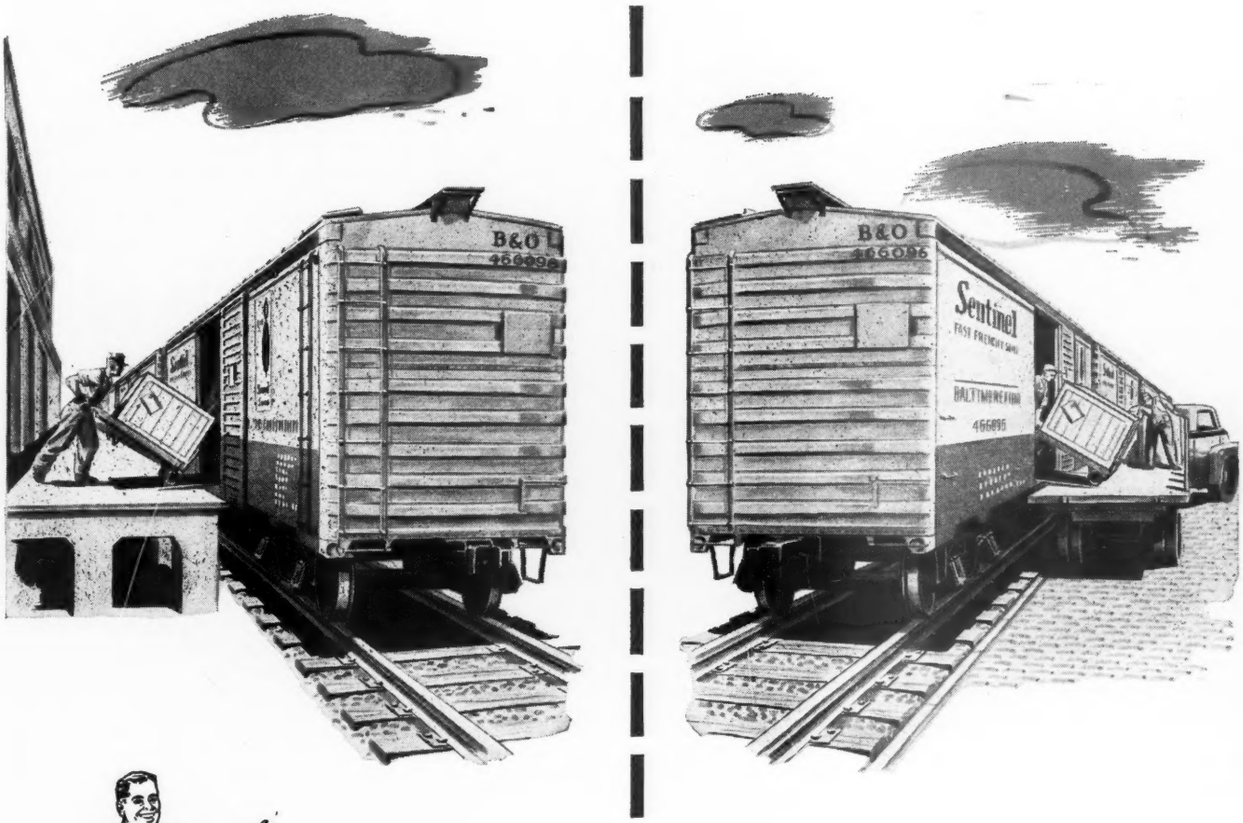
## C. P. Increases Pensions

Changes in the Canadian Pacific's pension plan, providing increased minimum pensions, giving employees the option of retiring between the ages of 60 and 65, and increasing the rate of employee contribution from three to four per cent, have been announced by L. B. Unwin, C. P., vice-president of finance, and chairman of the pension committee.

Recommended by a committee of company and employee representatives and approved by the board of direc-

## REPORT OF FIRE LOSSES FOR CALENDAR YEAR 1949

| Classification of Causes | Rolling Stock (including contents) | | Buildings (including contents) | | Bridges, Trestles, Culverts | | Tunnels, Snowsheds and Fences | | Material in Storage Along R/W and in Yards | | Not Separately Classified | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No. | Amount | No. | Amount | No. | Amount | No. | Amount | No. | Amount | No. | Amount | No. | Amount |
| Heating | 281 | $ 140,911 | 234 | $ 157,156 | 2 | $ 100 | — | $ — | — | $ — | 4 | $ 284 | 521 | $ 298,451 |
| Lighting | 62 | 28,096 | 57 | 144,382 | 2 | 222 | — | — | — | — | 3 | 195 | 124 | 172,895 |
| Power | 796 | 1,132,644 | 120 | 165,087 | 98 | 127,439 | 25 | 1,932 | 14 | 9,657 | 83 | 12,791 | 1,136 | 1,449,550 |
| Occupational | 303 | 162,495 | 77 | 323,018 | 21 | 76,043 | 6 | 179 | 13 | 6,336 | 94 | 81,144 | 514 | 649,215 |
| Outside causes | 465 | 694,438 | 212 | 542,493 | 47 | 173,044 | 36 | 3,085 | 68 | 33,251 | 155 | 45 002 | 983 | 1,491,313 |
| Miscellaneous | 546 | 1,720,936 | 301 | 1,141,740 | 69 | 82,353 | 14 | 767 | 21 | 14,354 | 78 | 122,830 | 1,029 | 3,082,980 |
| Cause unknown | 736 | 631,484 | 273 | 794,223 | 48 | 136,218 | 21 | 5,592 | 32 | 7,465 | 58 | 20,805 | 1,168 | 1,595,787 |
| Total | 3,189 | 4,511,004 | 1,274 | 3,268,099 | 287 | 595,419 | 102 | 11,555 | 148 | 71,063 | 475 | 283,051 | 5,475 | 8,740,191 |

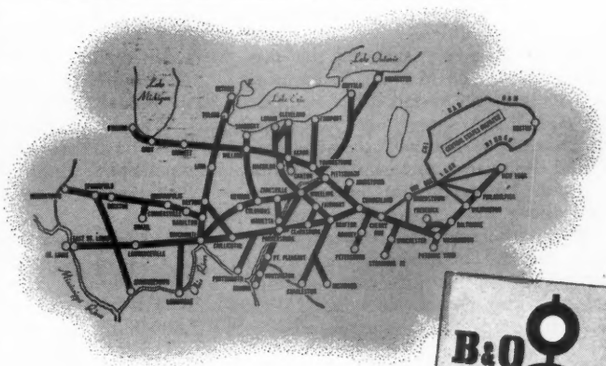


## "It's *Siding-to-Siding* time that counts so *I* prefer Sentinel Service"

Smart executive! Naturally, he knows that upset plans and lost hours make serious inroads on profits. So he calls the *siding-to-siding* dependability of B&O's Sentinel Service to his aid. Unloading, processing, and marketing proceed without a hitch.

Another valuable part of Sentinel Service is its *Automatic Records* feature. If the schedule of a Sentinel car is interrupted for any reason, consignor and consignee are informed immediately—then notified of reforwarding—and can plan accordingly.

You will like the advantages of this unusual service. You can have them—*even if your plant is not actually on B&O lines.* Sentinel Service is automatically applied to cars from the time they are received on the B&O . . . *Ask our man!*



# BALTIMORE & OHIO RAILROAD

**Constantly *doing things*—better!**

tors, the new rules will increase the minimum pension for employees already retired from $30 to $35 monthly, in addition to which a supplemental allowance of five dollars per month for those under age 70 will be continued. Minimum pensions will be increased to $40 monthly, for retirements after January 1, 1951, to $50 for retirements after July 1, 1951, and to $60 monthly for retirements after January 1, 1952. Proportionate increases in the minimum allowance have also been made for non-contributors.

Under the amended rules, any C. P. employee may voluntarily retire without medical examination between the ages of 60 and 65 if he has 35 years of service. Such employees, should they remain with the company, also have the option of choosing a joint and survivor pension, so that a survivor allowance would become payable even if the employee should die before he actually retires on pension.

The decision to raise the rate of contribution by one per cent was made necessary by reduction in income of the pension fund because of lowered interest rates on government bonds, the rapid rise in cost of pensions because of increased wages upon which pensions are based, and the additional benefits.

## R.E.A. Gets Rate Boost On Fruit, Vegetables

The Interstate Commerce Commission has authorized the Railway Express Agency to increase its charges on small shipments of fruits and vegetables by 10 per cent, and to boost its minimum charge on such shipments by 10 cents. Depending on point of origin, the minimum charge at present ranges between 75 cents and 83 cents per shipment.

Early in 1950, the R.E.A. filed new tariff schedules with the commission in which it was proposed a general revision in express commodity rates and minimum charges on l.c.l. shipments of fruits and vegetables.

The commission suspended the proposed increases on May 26. In handing down its present findings, the commission said R.E.A.'s proposed new rates and charges would be excessive, and ordered the agency to cancel the tariffs. It found, however, that increases as noted above were justified.

The authorized increases would apply on l.c.l. shipments and would mainly affect the gift-fruit package business. The commission noted that this involves every producing area in the United States.

"The record before us shows that the proposed increases of as much as 100 per cent in the minimum charges on fruit packages would work serious injury to a number of shippers and would virtually destroy a substantial part of this traffic," the commission said. "We are convinced that the abrupt increases proposed would result in unjust and unreasonable minimum charges per shipment," it added.

**MAKING A SPEECH before the New Haven, Conn., Advertising Club recently, Leslie H. Tyler, assistant director of publicity for the New York, New Haven & Hartford, dramatized the road's various promotional trains by riding into the room on a bicycle to depict its "bicycle trains." He also carried a pair of skis over his shoulder to represent "snow trains," carried a baseball bat, a fishing rod and a pair of boxing gloves, and had a huge flower in his buttonhole to represent the "flower show specials." Left to right behind Mr. Tyler are William H. Tuthill, Frank Bean (club president), and Harry Lashar**

# SUPPLY TRADE

## Two Steel Firms Announce Expansion Projects

Answering demands for more steel for defense and other essential services, the United States Steel Corporation and a subsidiary, the Geneva Steel Company, have announced plans for plant expansions which will add materially to the nation's total annual steel output.

A wholly new and completely integrated steel plant will be built by the parent firm at Morrisville, Pa. It will have a capacity, when completed, of 1,800,000 ingot tons of steel per year, and will produce a wide range of finished products, including bars, standard steel pipe, wire rods, hot and cold rolled sheets and strip, and tin plate. To be named the Fairless Works, in honor of Benjamin P. Fairless, president of U.S. Steel, the new mill will be started early next spring, and is scheduled for completion by the end of 1952. Actual production is expected to begin some six to twelve months after construction begins.

Additional facilities to be installed at the Geneva (Utah) plant of Geneva Steel will permit an increase in its annual capacity from 1.4 to 1.56 million net tons.

**A. F. O'Connor** has been appointed manager of the "Equipco" hand brake department of the **Union Asbestos & Rubber Co.** Mr. O'Connor was formerly sales manager. In his new position he will be in charge of sales, product development, engineering and manufacturing. This department will embrace all metallic items for railroad equipment, except "Equipco" refrigerator car specialties.

**Ralph J. Cordiner,** whose election as president of the **General Electric Company** was reported in the December 23, 1950, issue of *Railway Age*, has been associated with G.E. for 24 years. During that period he served as manager of five of the company's departments, and had been executive vice-president since 1949. Mr. Cordiner has been continuously connected with the electrical industry since his undergraduate days at Whitman College in Walla Walla, Wash., his birthplace. His first position was on a part-time basis with the Pacific Power & Light Co. In 1922 he was made commercial manager of a division of Pacific Power & Light. In less than a year he was offered a position with the Edison General Electric Appliance Company with headquarters in Portland, Ore. Five years later he became northwest manager there and in 1930 moved to San Francisco, Cal., to become Pacific

**R. J. Cordiner**

Coast division manager. When the heating device section of Edison General Electric Appliance was transferred from Chicago and consolidated with G.E.'s appliance and merchandise department at Bridgeport, Conn., in 1932, Mr. Cordiner went with the section as manager and chairman of the management committee. Two years later he was appointed assistant manager of appliance sales and in 1935 became manager of the radio division. A year later he was promoted to assistant manager of the appliance and merchandise department and in Janu-

# You pay only once ... see!

No foolin'. I'm really serious about this. When you ship by rail—by Union Pacific—you pay the freight charges and that's the end of it! We don't expect the taxpayers to maintain our right-of-way for us. In fact, we recently set aside over 100 million dollars just for that purpose.

And yet all of us, railroads and their employees too, pay our fair share of taxes, a part of which **do provide and maintain facilities** used by other forms of transportation with which we compete.

• • •

By the way, we're not only set up to give you efficient freight service ... we have traffic specialists, from coast to coast, whose information and helpful suggestions are yours for the asking. Call your nearest Union Pacific freight representative at any time.

## Be Specific - Ship "Union Pacific"

ary, 1938, to manager of the department. In 1942 Mr. Cordiner entered government service as director general of war production scheduling and vice-chairman of the War Production Board. He rejoined G.E. as assistant to the president in 1943 and was elected vice-president in February, 1945, holding that position until his election as executive vice-president.

**James A. Higgs,** who for over 30 years has been resident manager covering the Southeastern district of the **Massey Concrete Products Company,** has been elected vice-president. He will continue to be headquartered at Atlanta, Ga.

**R. L. Clark** has been appointed sales engineer for the **Ajax-Consolidated Company,** with headquarters in the First National Bank building, St. Paul, Minn.

**F. M. Mantell,** who has been in charge of the cost and quotation department of the **Standard Railway Equipment Manufacturing Company** for the past 15 years, has been appointed assistant vice-president in charge of the order department. **Donald Petersen** becomes assistant vice-president in charge of the company's manufacturing plants at Hammond, Ind., New Kensington, Pa., and Lachine, Que.

**F. R. Dickenson,** president of the **Townsend Company,** has announced completion of a merger of his firm and the **Cherry Rivet Company** of Los Angeles, Cal. The latter will operate as the Cherry River Company, division of Townsend Company. **William B. Hubbard,** former president of Cherry Rivet, has been elected to the Townsend board of directors and will be managing director of the Cherry Division. The merger was effected by an exchange of 6½ shares of Cherry Rivet stock for each share of Townsend stock.

The **United States Rubber Company** has purchased from the **Esso Standard Oil Company** the latter's Buna-N synthetic rubber plant in Baton Rouge, La. The plant will be operated by the Naugatuck chemical division of the rubber company, which will continue to market Buna-N rubber under the trade name Paracril.

**George W. Sines,** chief engineer of the car division of the **Austin-Western Company,** has resigned to become assistant vice-president in charge of engineering for the **Lake Shore Engineering Company.**

The **H. K. Porter Company** has acquired the **Delta Star Electric Company,** manufacturer of high voltage electrical equipment.

**Charles L. Hardy,** formerly assistant to the president, has been elected president of **Joseph T. Ryerson & Son,** to succeed **Everett D. Graff,** who has become chairman of the executive committee. **Thomas Z. Hayward,**

**John D. Dickinson, formerly manager of locomotive sales of the Lima-Hamilton Corporation, at New York, who has been appointed assistant district manager of the New York district office of the successor Baldwin-Lima Hamilton Corporation. Mr. Dickinson has been associated with Lima-Hamilton since 1927**

formerly general manager of sales for the 13 Ryerson steel service plants, has been elected vice-president in charge of sales.

**Ernest G. Doke,** assistant to the president, and **Joseph J. Murphy,** manager of sales, of the **MacLean-Fogg Lock Nut Company** have been named vice-presidents, with offices, as before, in Chicago.

**T. E. Rodman,** president of the **Maintenance Equipment Company,** retired on December 31, under a company pension system, after 22 years service. **Max K. Ruppert,** president of the **P & M Co.,** has assumed additional duties as president of Maintenance Equipment. **Emmons Overmier,** vice-president of the Maintenance Equipment Company, has been named executive vice-president, and **Peter Wolf,** secretary and treasurer, has had his duties expanded to include supervision of sales as sales manager, formerly handled by Mr. Rodman, both with offices in Chicago.

### *OBITUARY*

**John P. Hoelzel,** president of the Pittsburgh Screw & Bolt Corp., died at his home in Pittsburgh, Pa., on December 26. He was 67 years old.

**Ernest P. Waud,** chairman of the executive committee of the Griffin Wheel Company, died on December 22, 1950, at Chicago. Mr. Waud was born on April 10, 1882, at London, England, and was educated at St. Paul's School, Garden City, N. Y., and Cornell University. He entered the service of the Griffin company at Denver, Colo., in May, 1905. Later he was transferred to Chicago and employed in various capacities until 1909, when he was elected assistant treasurer. In 1917 he was elected assistant to the president, becoming a vice-president two years later. In December, 1937, Mr. Waud was elected president, which position he held until December, 1948, when he became chairman of the executive committee.

## OVERSEAS

**Australia.**—The Queensland Government Railways have invited bids by January 31 covering manufacture, supply and delivery of 1,000 low-side steel freight cars, according to Foreign Commerce Weekly. American firms wanting to submit bids should cable the Commissioner for Railways, Brisbane, Australia, requesting an extension of the bidding period. Specifications and bidding instructions may be borrowed from the Commercial Intelligence Branch, U. S. Department of Commerce, Washington 25, D. C.

**Iraq.**—The Iraqui State Railways are considering construction of a new railway line between Baghdad and Karbala and Najaf at an approximate cost of $5,583,829, according to foreign press reports summarized in Foreign Commerce Weekly.

## ORGANIZATIONS

The **Mid-West Shippers Advisory Board** has announced that Frank C. Rathje, president of the **Transportation Association of America,** will be the guest speaker for the board's 92nd regular meeting, which is scheduled for January 23 and 24 at Chicago's Palmer House. Mr. Rathje will speak on "America's Horizon."

To honor the centennial of the Illinois Central, a joint dinner meeting of the **Railway Supply Group,** the **Transportation Committee** and the **Round Table** of the **Union League Club** of Chicago, will be held on January 9 in room 710 of the club building. Guest speakers will be Wayne A. Johnston, president of the I.C., and Carlton J. Corliss, author of the road's recently released centennial history, "Main Line of Mid-America."

Some 400 members and guests of the **Railway Business Women's Association of St. Louis,** (Mo.) gathered in the ballroom of the Sheraton Hotel, St. Louis, for the group's annual Christmas luncheon. Miss Mary A. Grainey, president of the St. Louis group, was the principal speaker. National president, Miss Sarah Barker of Minneapolis, was one of those attending.

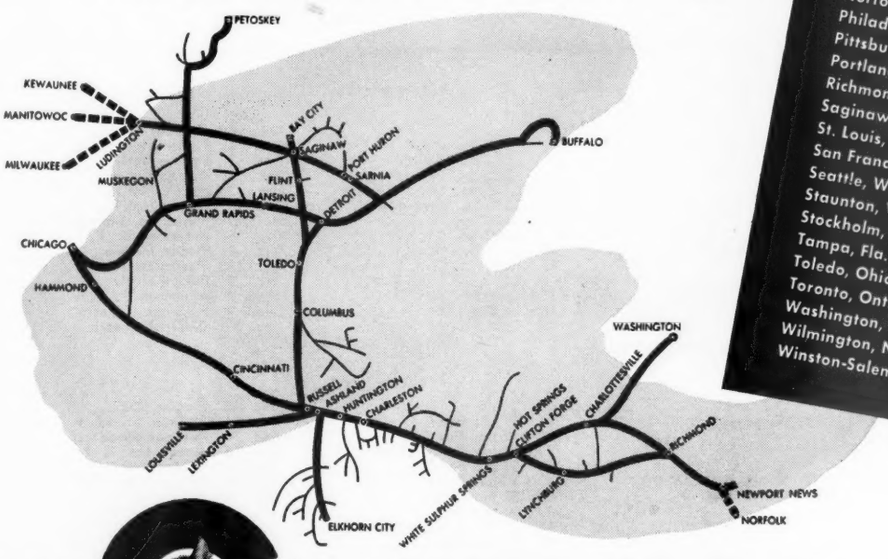
The Fifth Annual National Short Course on transportation losses of per-

# Pulling for YOU All the Way Through!

**No matter what your freight problem is, C&O has what it takes to deliver the goods—know-how, experienced personnel, and the most modern equipment. Whether it be perishables shipped from the citrus belt or hard goods on one-day hauls, you can be sure of your shipment and its delivery when you ship with C&O. Watching and working for your wares all along the line is C&O's nation-wide service agency, an experienced, highly trained group of traffic experts. Your shipment is their job. So be sure you check with C&O before you let your shipment go.**

**TRAFFIC REPRESENTATIVES IN**

Ashland, Ky.
Atlanta, Ga.
Baltimore, Md.
Beckley, W. Va.
Birmingham, Ala.
Boston, Mass.
Buffalo, N. Y.
Charleston, W. Va.
Charlotte, N. C.
Chatham, Ont.
Chicago, Ill.
Cincinnati, Ohio
Cleveland, Ohio
Columbia, S. C.
Columbus, Ohio
Dallas, Tex.
Des Moines, Iowa
Detroit, Mich.
Grand Rapids, Mich.
Green Bay, Wis.
Greenville, S. C.
Huntington, W. Va.
Indianapolis, Ind.
Jacksonville, Fla.
Kansas City, Mo.
Knoxville, Tenn.
Lexington, Ky.
Los Angeles, Cal.
Louisville, Ky.
Lynchburg, Va.
Memphis, Tenn.
Miami, Fla.
Milwaukee, Wis.
Minneapolis, Minn.
Montreal, Que.
Muncie, Ind.
New Orleans, La.
Newport News, Va.
New York, N. Y.
Norfolk, Va.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Ore.
Richmond, Va.
Saginaw, Mich.
St. Louis, Mo.
San Francisco, Cal.
Seattle, Wash.
Staunton, Va.
Stockholm, Sweden
Tampa, Fla.
Toledo, Ohio
Toronto, Ont.
Washington, D. C.
Wilmington, N. C.
Winston-Salem, N. C.




## THE CHESSIE ROUTE FOR *FAST FREIGHT*

**CHESAPEAKE AND OHIO RAILWAY**

C AND O FOR PROGRESS

ishables will be held at **Purdue University,** West Lafayette, Ind., March 19-22, inclusive. The course is arranged by the **Freight Claim Division** of the **Association of American Railroads,** the **American Railway Development Association** and the university.

"Steel Solves Old Problems in Freight Equipment" will be the subject of an illustrated talk by H. D. Fenske, vice-president of the Great Lakes Steel Corporation, at the January 12 meeting of the **Eastern Car Foreman's Association,** which is to be held at 7:45 p.m. in room 502 of the Engineering Societies building, 29 West 39th street, New York. Election of officers for 1951 will also be held at the meeting, which will be preceded by a buffet supper at 6 p.m. at 7 East 40th street.

Under the auspices of the **Maritime Association** of the **Boston,** Mass., **Chamber of Commerce,** an afternoon symposium on port affairs and a dinner in opposition to the St. Lawrence waterway project will be held at the Parker House in Boston on January 16. The symposium will include panels on port development and the port authority, Boston's competitive position, and labor-management relations. Included in the panel memberships are James F. Doolan, executive vice-president of the New York, New Haven & Hartford; E. S. French, president of the Boston & Maine, and H. D. Johnston, general manager of the Boston & Albany. Richard Parkhurst, president of the B. & M. subsidiary Mystic Terminal Company, will preside at the labor-management session, while the principal dinner speaker will be Caroll B. Huntress, chairman of the National St. Lawrence Project Conference.

More than 200 metal firms will show new products and latest developments at the **Seventh Western Metal Exposition,** to be held March 19-23, at the Auditorium and Exposition Hall in Oakland, Cal. On the same dates, approximately 100 speakers will deliver papers on recent developments in the making, working, fabricating, treating and application of metals, at technical sessions of the **Western Metal Congress,** also to be held in Oakland. The theme for the exhibits and speakers will be "Production for America."

# ABANDONMENTS

**Montana Western.**—The I.C.C. has again postponed, from January 15, 1951, to March 1, 1951, the effective date of the order in which it denied this road's application for authority to abandon its entire line, and at the same time prescribed joint through rates for carload grain moving from points on the M.W. to points on the Great Northern. (See *Railway Age* of September 2, 1950, page 96.) The commission's latest action, which is the second postponement of the original order, was taken at the request of the U.S. District Court for the District of Minnesota.

Division 4 of the I.C.C. has **authorized:**

ATLANTIC COAST LINE.—To abandon 57.5 mi. of line between Alma, Ga., and Anguilla. Division 4 found that the expenditure of an estimated $1,800,000 to rehabilitate the line would be "improvident," and noted also that existence of other rail lines in the area would help reduce any inconvenience to shippers. By diverting overhead traffic to alternate routes on its own lines, the A. C. L. expects to save up to $184,000 a year by this abandonment.

GRAND TRUNK WESTERN.—To abandon 18.3 mi. of branch line between Cass City, Mich., and Bad Axe. The town of Bad Axe, at the end of the branch, will continue to receive rail service from the Chesapeake & Ohio.

NORTHERN PACIFIC.—To abandon approximately 17 miles of branch line between Rush City, Minn., and Grantsburg, Wis. Although average annual losses from operation of the branch have decreased slightly since 1943, Division 4 said such improvement is no indication that the branch ever would become self-supporting.

# EQUIPMENT AND SUPPLIES

## Domestic Equipment Orders Reported in December

Domestic orders for 174 diesel-electric locomotive units and 10 gas turbine electric locomotives, costing approximately $32,800,000, and 8,764 freight-train cars costing about $43,820,000, were reported in *Railway Age* in December. No orders for passenger-train cars for domestic use were reported. An accompanying table lists the orders in detail.

During the 12 months of 1950 *Railway Age* has reported domestic orders for 137,751 freight-train cars, costing an estimated $694,476,600; 61 passenger-train cars costing approximately $6,366,000; and 2,733 diesel-electric locomotive units, 15 steam, 12 electric and 10 gas turbine electric locomotives, costing an estimated $415,366,000. The aggregate estimated cost of railroad equipment for domestic service reported ordered during 1950 — $1,116,208,600 — exceeds by more than $168,000,000 the previous record for capital expenditures by Class I railroads for cars and locomotives. The previous record—$948,000,000—was established in 1949. Detailed lists, by purchaser, of all locomotive and car orders placed in the United States during 1950, based on data received from purchasers and manufacturers of railroad equipment, will be published in the January 15 Review and Outlook issue of *Railway Age*.

### *FREIGHT CARS*

The **Northern Pacific** has announced that its 1951 building and purchase program calls for "the construction of 500 box cars and 100 covered hoppers at the company's Brainerd, Minn., shops, and the purchase from suppliers of 250 gondolas, together with the continuance of heavy repair and maintenance of cars. Total cost will be approximately $5,500,000." The order for 250 gondolas was previously

**Locomotives**

| Purchaser | No. | Type | Issue Reported | Builder |
|---|---|---|---|---|
| L. & N. | 13 | 1,500-hp. Road | Dec. 2 | Electro-Motive |
| | 10 | 1,500-hp. Freight | Dec. 2 | Electro-Motive |
| | 25 | 1,200-hp. Switching | Dec. 2 | Electro-Motive |
| | 14 | 1,500-hp. Gen. Purpose | Dec. 2 | Electro-Motive |
| M.-K.-T. | 5 | 2,250-hp. Passenger | Dec. 16 | Electro-Motive |
| | 4 | 1,600-hp. Rd.-Switch. | Dec. 16 | Fairbanks, Morse |
| | 2 | 1,600-hp. Rd.-Switch. | Dec. 16 | American-G. E. |
| Southern | 43 | 1,500-hp. Freight | Dec. 9 | Electro-Motive |
| | 25 | 1,500-hp. Gen. Purpose | Dec. 9 | Electro-Motive |
| | 7 | 2,250-hp. Passenger | Dec. 9 | Electro-Motive |
| | 16* | 1,600-hp. Rd.-Switch. | Dec. 9 | American-G. E. |
| | 10 | 1,600-hp. Rd.-Switch. | Dec. 9 | Fairbanks, Morse |
| U. P. | 10 | Gas Turbine Electric | Dec. 30 | General Electric |

*One for the Yadkin.

**Freight Cars**

| | | | | |
|---|---|---|---|---|
| A. C. L. | 18 | Dump | Dec. 16 | Magor Car |
| C. of Ga. | 300 | 50-ton Box | Dec. 16 | Pullman-Standard |
| | 200 | 50-ton Gondola | Dec. 16 | Pullman-Standard |
| | 25 | 70-ton Cov. Hopper | Dec. 16 | Amer. Car & Fdy. |
| C. I. & L. | 50 | 50-ton Flat | Dec. 16 | Greenville Steel Car |
| C. M. St. P. & P. | 42 | 50-ton Box | Dec. 16 | Pullman-Standard |
| C. R. I. & P. | 2,000 | 50-ton Box | Dec. 9 | Pullman-Standard |
| | 1,000 | 50-ton Box | Dec. 9 | Amer. Car & Fdy. |
| Clinchfield | 40 | 70-ton Cov. Hopper | Dec. 16 | Amer. Car & Fdy. |
| C. N. & L. | 50 | 50-ton Box | Dec. 16 | Amer. Car & Fdy. |
| Cuyahoga Valley | 100 | 70-ton Gondola | Dec. 16 | Magor Car |
| G. M. & O. | 700 | 50-ton Box | Dec. 9 | Amer. Car & Fdy. |
| | 300 | 50-ton Gondola | Dec. 9 | Pullman-Standard |
| I. C. | 1,000 | 50-ton Gondola | Dec. 16 | R.R. Shops |
| | 9 | Dump | Dec. 16 | Magor Car |
| L. & N. E. | 500 | 50-ton Hopper | Dec. 30 | Amer. Car & Fdy. |
| N. Y. N. H. & H. | 200 | 50-ton Flat | Dec. 2 | R.R. Shops |
| N. S. | 5 | 70-ton Cov. Hopper | Dec. 16 | Amer. Car & Fdy. |
| S. A. L. | 500 | 50-ton Box | Dec. 16 | Pullman-Standard |
| | 300 | 70-ton Hopper | Dec. 16 | Bethlehem Steel |
| | 300 | 50-ton Gondola | Dec. 16 | Bethlehem Steel |
| | 25 | Caboose | Dec. 16 | R.R. Shops |
| St. L. S. W. | 100 | 50-ton Box | Dec. 16 | Pullman-Standard |
| Union Tank Car | 1,000 | 50-ton Tank | Dec. 2 | Amer. Car & Fdy. |

# Teletype *speeds service for Illinois Central Shippers*

ILLINOIS CENTRAL

Fast information on all freight traffic matters is always available at Illinois Central traffic offices, many of which are now served by teletype circuits.

The Illinois Central Service Bureau was the first established on any railroad and is one of the proud achievements of one hundred years of Illinois Central progress.

## ILLINOIS CENTRAL

**FOR 100 YEARS THE MAIN LINE OF MID-AMERICA**

announced in *Railway Age* of November 4.

### LOCOMOTIVES

The **Central of New Jersey** has ordered 31 diesel-electric locomotive units, costing $4,292,825. Fourteen 1,600-hp. general utility units and one 1,000-hp. road-switching unit have been ordered from the American Locomotive Company and the General Electric Company; nine 1,200-hp. switching units have been ordered from the Electro-Motive Division of the General Motors Corporation, and seven 1,200-hp. switching units from the Baldwin-Lima-Hamilton Corporation.

Delivery of the 31 locomotive units, inquiry for which was reported in *Railway Age* of December 9, page 63, is expected by the fall of 1951.

The **Illinois Central** has ordered 44 diesel-electric locomotive units from the Electro-Motive Division of General Motors Corporation. The order includes four 2,250-hp. passenger units which will be assigned, upon delivery, to streamlined passenger trains operating between Chicago and Birmingham, Ala., New Orleans, La., Waterloo, Iowa, and St. Louis, Mo. The remainder of the order includes three 1,500-hp., 35 1,200-hp. and two 600-hp. switchers, which will be assigned to various points throughout the system.

The **Northern Pacific** has announced that its 1951 improvement program calls for purchase of six 6,000-hp. diesel freight locomotives and three 1,500-hp. diesel road-switchers, at a cost in excess of $4,000,000. Delivery is scheduled for spring and early summer.

### SIGNALING

The **Baltimore & Ohio** has ordered equipment from the General Railway Signal Company to install a type K, class M, traffic control system between Grafton, W. Va., and Jackson. The control machine, to be located at Grafton, will have a 200-in. panel equipped with 109 track lights and 94 levers for control of 45 switch machines, 3 switch locks and 120 signals. Type K relays, model 10 and 9A electric switch locks, and type U color-position-light signals will be used.

The **Reading** has ordered from the Union Switch & Signal Co. material to install between Weston, N. J., and Glen Moore, the remotely controlled interlocking facilities necessary to permit removal of 18.7 mi. of third track. A style C machine will be installed at Weston. The order also includes style TR color-light signals, style M-2 electric switch machines, style SL-25 electric switch locks, relays, rectifiers and housings. Field installation will be handled by railroad forces.

The **Union Pacific** has ordered from the Union Switch & Signal Co. materials to install automatic signaling on 11.5 mi. of single track between Wallula, Wash., and Hinkle, Ore. The order includes color-light signals, relays, rectifiers, housings and MC-1 motor car indicators. Field installation will be handled by railroad forces.

### MARINE

**Seatrain Lines, Inc.,** has ordered from the Sun Shipbuilding & Dry Dock Co., Chester, Pa., two new "Seatrain" vessels for transporting freight cars on regular runs between New York, Havana, Cuba, and Gulf ports. The new vessels are scheduled for delivery in August, 1951.

### IRON & STEEL

The **Northern Pacific** has announced that its 1951 improvement program calls for laying new and heavier rail and rock ballast at various points on the main line, at a cost of nearly $8,000,000.

## CONSTRUCTION

**Chicago & Eastern Illinois.**—This road is planning to construct spur and auxiliary tracks in Vigo County, Ind., totaling 3.6 miles. In an application filed with the I.C.C., the road asked the commission either to authorize the construction or classify the new line as a spur track outside the commission's authority. Cost of the new construction will be paid from cash on hand. The line will permit the C.&E.I. to serve a plant of the Public Service Company of Indiana.

## FINANCIAL

**Chicago & North Western-Lake Superior & Ishpeming.**—*Sale of Branch Line.*—Division 4 of the I.C.C. has authorized the former road to sell to the latter a half interest in its branch line between Copps Spur, Mich., and Martins Landing. The L.S.&I. will pay $144,236 for its interest in the line, which is 10.6 mi. in length. (See *Railway Age* of December 2, 1950, page 90.)

**Chicago, Rock Island & Pacific.**—*Operation of Burlington-Rock Island.*—The C.R.I.&P. took over management and control of the 305-mi. Burlington-Rock Island, extending from Dallas, Tex., to Galveston, on January 1. The B.-R.I. is owned jointly by the Chicago, Burlington & Quincy and the Rock Island. Under the agreement by which the line is run, operation alternates every five years between the Fort Worth & Denver City (Burlington subsidiary) and the Rock Island. J. D. Farrington, president of the Rock Island, replaces H. C. Murphy, president of the Burlington, as president of the B.-R.I., and J. E. Newton, formerly superintendent of the Rock Island-Frisco Terminal at St. Louis, Mo., has been named superintendent, with headquarters at Teague, Tex., as noted elsewhere in this issue.

**Chicago, Rock Island & Pacific.**—*Trackage Rights.*—The I.C.C. has approved modification of this road's trackage rights agreement with the Union Pacific, covering operations over the latter's line between Limon, Colo., and Denver, 89.4 miles. Under the new agreement the Rock Island will pay an estimated $324,620 in annual rental, as compared to $315,061 paid during the year ending June 30, 1950. Passing tracks on the segment are being lengthened, however, and this will permit the Rock Island to operate longer trains and utilize larger locomotives to greater capacity in the future.

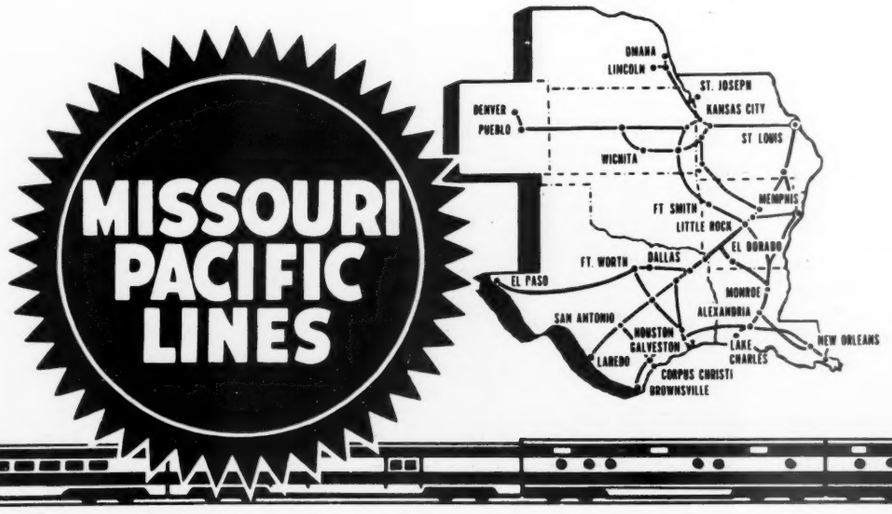
**Georgia, Florida & Alabama.**—*Termination of Trusteeship.*—Pursuant to court orders dated December 1, 1950, and December 30, the trusteeship of this company has been terminated, the trustee discharged and the properties returned to the corporation. The company, which owns approximately 133 mi. of line operated by the Seaboard Air Line, went into receivership on November 7, 1931, the receivership being changed to a trusteeship on July 12, 1944. As noted in *Railway Age* of December 9, 1950, page 66, the I.C.C. has authorized the S.A.L. to acquire control of the G.F.&A. through purchase of 5,500 shares of the latter's first preferred stock.

**Mason City & Clear Lake.**—*Purchase.*—This company, an Iowa corporation, has been authorized by the I.C.C. to purchase the assets and property of the Mason City & Clear Lake, a Delaware corporation. The transfer in ownership is to be effective as of December 28, 1950. The trackage involved is an electric interurban line between Mason City, Iowa, and Clear Lake, 10.4 miles. The new company will pay $47,500 in cash and will assume certain liabilities and obligations of the old company. The I.C.C. authorized the new company to issue $12,500 in common stock and $37,500 of income debenture bonds to finance the purchase.

**Maryland & Pennsylvania.**—*Modification of Securities.*—Division 4 of the I.C.C. has approved this road's plan for modifying its securities under the so-called Mahaffie Act (section 20b of the Interstate Commerce Act). The road had proposed the modifications because about 74 per cent of its bonded indebtedness would otherwise mature early in 1951, and it did not have sufficient cash on hand to pay more than a "very small portion" of the amount due. As approved by the commission, the road's plan includes the extension of maturity dates, altering of interest

# Modern Progressive

From its luxurious streamlined Eagle passenger trains to its fast, dependable diesel powered freight trains, MISSOURI PACIFIC employs every modern means to maintain an enviable record of service and safety, care and courtesy. Planning on the MO-PAC assures shippers and passengers, alike, the finest facilities for transportation that science and engineering have achieved.




SERVING THE WEST-SOUTHWEST EMPIRE

obligations, changing the par value of capital stock from $100 to $50 a share, and exchanging present consolidated mortgage bonds for new bonds and capital stock. (See *Railway Age* of July 22, page 57).

Among other things, Division 4 altered the road's original proposals by requiring fully cumulative contingent interest payments on that portion of bond interest which the road would have made only partially cumulative. The road proposed to pay 2 per cent fixed interest on both its first mortgage and consolidated mortgage bonds, with the balance of the interest in each case being placed on a contingent-on-earnings basis and cumulative up to a maximum of five years.

The other major change imposed by Division 4 was that extended first mortgage bonds, rather than consolidated mortgage bonds, be offered in exchange for the road's outstanding first income mortgage bonds. The road had proposed to exchange $500 in new consolidated mortgage bonds, plus seven shares of modified capital stock, for each $1,000 of the income mortgage bonds. The commission said the road must exchange the latter bonds for an equal principal amount of extended first mortgage bonds.

**Norfolk & Western.**—*Acquisition.*—This road has been authorized by the I.C.C. to acquire and operate the 8.8-mi. Cloverdale & Catawba, a wholly owned subsidiary of the Lone Star Cement Corporation located in Botetourt county, Va. Ownership of the line will permit the N.&W. to serve a large plant which the cement company is constructing at the upper end of the line. The N.&W. and the cement company have agreed on a purchase price of $1,195,479.69, representing the expense of building the line plus reasonable allowances for supervision and interest during construction. The line was completed only about six months ago.

**Southern.**—*Bond Extension.*—This road has applied to the I.C.C. for authority to extend $12,500,000 of its St. Louis division first mortgage 4 per cent bonds. The bonds are due January 1, 1951, and the road seeks to extend their maturity date to January 1, 1976. The National Investment Company, a Southern subsidiary, would acquire $12,474,000 of the bonds now held by the public, using funds to be advanced by the road. The remainder of the bonds already are held by the Southern. When extended, the bonds would be held by the investment company to provide the Southern with collateral for use in future financing or other purposes as needed.

**Willamina & Grand Ronde.**—*Promissory Note.*—Division 4 of the I.C.C. has authorized this road to issue a non-interest-bearing promissory note of $40,000 to its parent company, the Long-Bell Lumber Company, for the purpose of refunding the unpaid balance on a similar note that was due December 1, 1950. The new note will be dated December 31, 1950, and will mature December 31, 1953.

## New Securities

**Applications** have been filed with the I.C.C. by:

CHESAPEAKE & OHIO.—To assume liability for $8,550,000 of equipment trust certificates to finance in part 10 diesel-electric locomotives and 1,665 freight cars costing an estimated $10,726,069.

| | Description and Builder | Estimated Unit Cost |
|---|---|---|
| 75 | 50-ton box cars (Pullman-Standard Car Manufacturing Company) | $ 5,163.92 |
| 340 | 70-ton hopper cars (Bethlehem Steel Company) | 5,589.91 |
| 50 | 70-ton hopper cars (American Car & Foundry Company) | 5,192.92 |
| 1,200 | 70-ton hopper cars (American Car & Foundry Company) | 5,364.08 |
| 6 | 1,500-hp. road-switching locomotives (General Motors Diesel Limited of Canada) | 176,144.71 |
| 4 | 1,600-hp. road-switching locomotives (Baldwin-Lima-Hamilton) | 171,199.00 |

The six 1,500-hp. locomotives are for use on the C.&O.'s Canadian division. The certificates, to be dated February 1, 1951, would mature in 30 semiannual installments of $285,000 each, beginning August 1, 1951. They would be sold by competitive bids, with the interest rate to be set by such bids.

ERIE.—To assume liability for $5,400,000 of equipment trust certificates to finance in part 37 diesel-electric locomotives costing approximately $6,863,000:

| | Description and Builder | Estimated Unit Cost |
|---|---|---|
| 1 | 4,500-hp. three-unit freight locomotive (Electro-Motive Division, General Motors Corporation) | $444,800 |
| 14 | 2,250-hp. passenger locomotives (Electro-Motive) | 221,813 |
| 4 | 1,500-hp. road-switching locomotives (Electro-Motive) | 137,000 |
| 1 | 1,200-hp. switching locomotive (Electro-Motive) | 102,500 |
| 2 | 2,250-hp. passenger locomotives (American Locomotive Company) | 210,000 |
| 8 | 1,600-hp. road-switching locomotives (American) | 137,000 |
| 1 | 1,000-hp. switching locomotive (American) | 102,000 |
| 1 | 1,600-hp. road-switching locomotive (Baldwin Locomotive Works) | 147,120 |
| 5 | 1,600-hp. road-switching locomotives (Baldwin) | 137,350 |

The certificates, to be dated January 15, 1951, would mature in 20 semiannual installments beginning July 15, 1951. They would be sold by competitive bids, with the interest rate to be set by such bids.

MISSOURI PACIFIC.—To assume liability for $7,080,000 of series PP equipment trust certificates to finance in part 38 diesel-electric locomotives, costing approximately $8,855,297:

| | Description and Builder | Estimated Unit Cost |
|---|---|---|
| 5 | 4,800-hp. freight locomotives (American Locomotive Company) | $450,560 |
| 2 | 4,500-hp. freight locomotives (Electro-Motive Division, General Motors Corporation) | 456,113 |
| 2 | 3,200-hp. freight locomotives (American) | 308,602 |
| 2 | 3,000-hp. freight locomotives (Electro-Motive) | 312,680 |
| 3 | 4,500-hp. passenger locomotives (American) | 436,016 |
| 3 | 1,500-hp. freight-passenger-switching locomotives (Electro-Motive) | 156,336 |
| 12 | 1,500-hp. freight-switching locomotives (Electro-Motive) | 146,139 |
| 4 | 1,200-hp. switching locomotives (Baldwin Locomotive Works) | 98,071 |
| 5 | 1,200-hp. switching locomotives (Electro-Motive) | 98,011 |

The certificates, to be dated February 1, 1951, would mature in 15 annual installments of $472,000 each, beginning February 1, 1952. They would be sold by competitive bids, with the interest rate to be set by such bids. The application said the reorganization court having jurisdiction over the M.P. has already approved the issue.

Division 4 of the I.C.C. has **authorized:**

CLEVELAND UNION TERMINALS.—To issue and sell $40,000,000 of first mortgage serial bonds, proceeds from sale of which will be applied toward paying off the company's first mortgage sinking fund gold bonds on April 1, 1951. The latter bonds are outstanding in the total principal amount of $41,614,400, and are callable April 1 at 105 and accrued interest. (See Railway Age of November 25, 1950, page 64.)

The commission's report approved a selling price of 99.3899 for the new bonds—the bid of Halsey, Stuart & Co. and 89 associates. The new bonds, which were reoffered to the public on a 2 to 3.4 per cent yield basis, will bear interest at 3¼ per cent, compared to rates of from 4½ per cent to 5½ per cent on the present bonds. Issuance of the new bonds will thus accomplish the terminal company's undertaking to obtain a lower rate of interest. The terminal company estimates that its savings as a result of this refinancing will total $12,143,840.

Capital stock of the Cleveland terminals is owned by the New York Central (71 per cent); the N. Y. C.'s lessor, the Cleveland, Cincinnati, Chicago & St. Louis (22 per cent); and the New York, Chicago & St. Louis (7 per cent). The commission authorized these roads to act as guarantors of the new bonds.

The new bonds will be dated December 1, 1950, and will mature serially beginning December 1, 1951, and continuing through December 1, 1966. Average annual cost of the proceeds of these bonds to the terminal company will be approximately 3.37 per cent.

ST. LOUIS-SAN FRANCISCO.—To assume liability for $5,595,000 of series H equipment trust certificates to finance in part 25 diesel-electric locomotives and 700 freight cars, costing an estimated $7,014,235. (See Railway Age of December 9, 1950, page 66.) The certificates, to be dated December 1, 1950, will bear interest at 2⅜ per cent, and will mature in 15 annual installments of $373,000 each, beginning December 1, 1951. Division 4's report approved a selling price of 98.53—the bid of Halsey, Stuart & Co. and 11 associates—which will make the average annual cost of the proceeds approximately 2.61 per cent. The certificates were reoffered to the public at prices yielding from 1.75 to 2.65 per cent, according to maturity.

## Security Price Averages

| | Jan. 2 | Last week | Last year |
|---|---|---|---|
| Average price of 20 representative railway stocks | 56.07 | 53.34 | 40.88 |
| Average price of 20 representative railway bonds | 98.69 | 97.87 | 90.70 |

## Dividends Declared

Louisville, Henderson & St. Louis.—Common, $4, semi-annual; 5% non-cumulative preferred, $2.50, semi-annual; both payable February 15 to holders of record February 1.

Pittsburgh, Cincinnati, Chicago & St. Louis.—Common, $2.50, semi-annual, payable January 22 to holders of record January 10.

Reading.—Common, 50c, quarterly, payable February 8 to holders of record January 11.

Wheeling & Lake Erie.—Common, $1.43¾, quarterly; 4% prior lien, $1, quarterly; both payable February 1 to holders of record January 19.

# RAILWAY OFFICERS

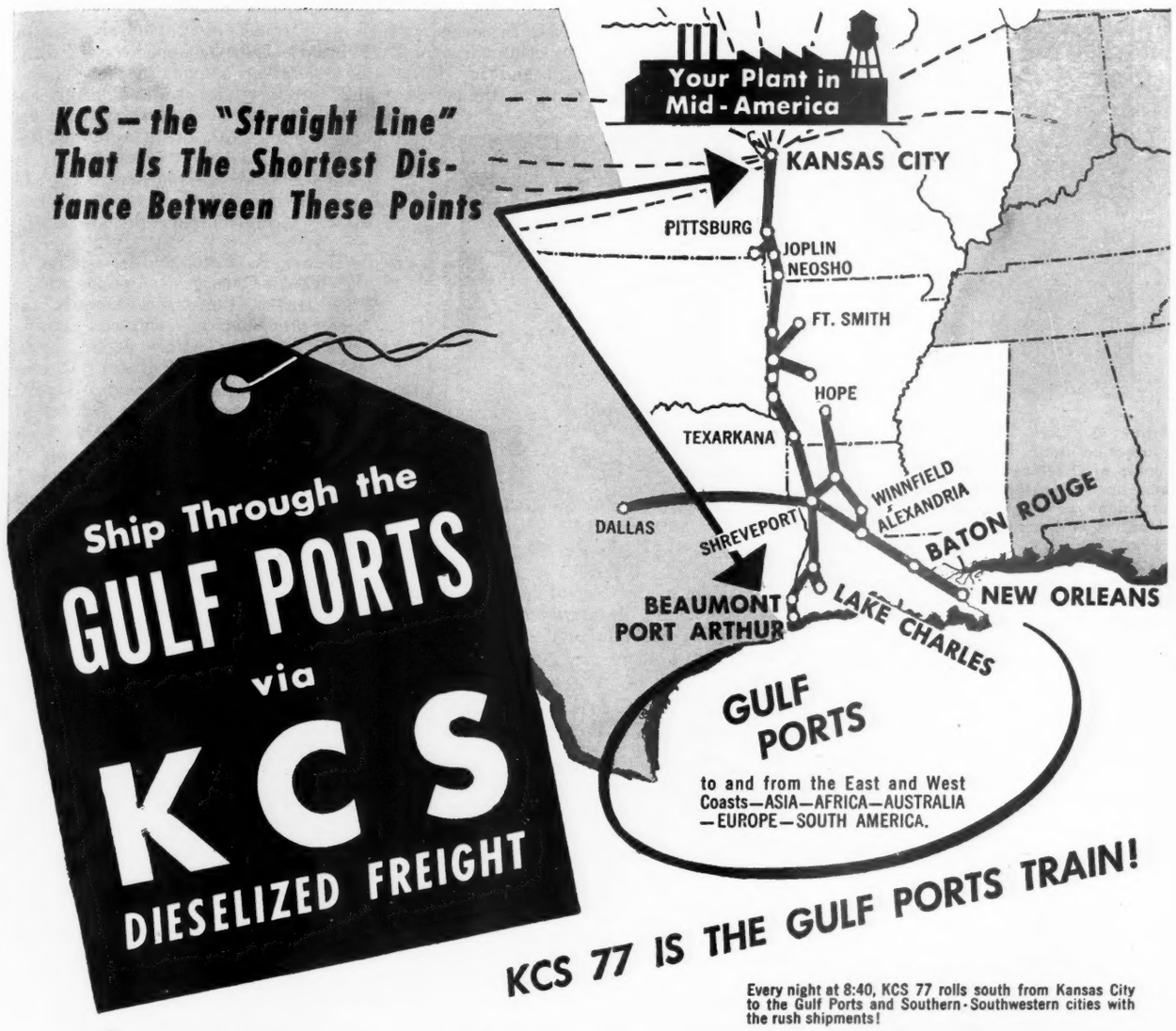
### *EXECUTIVE*

**Fred W. Johnson,** executive general agent of the Gulf, Mobile & Ohio, at Mobile, Ala., has been elected assistant vice-president.

**F. A. Hess,** division engineer for the New York Central's terminal lines at Gibson, Ind., has been promoted to assistant to vice-president of the road's Lines West of Buffalo.

**F. T. Brandt, Jr.,** manager of personnel of the Elgin, Joliet & Eastern, has been appointed assistant vice-president in charge of personnel, with headquarters as before at Chicago.

**George A. Kelly,** vice-president of the Pullman Company, has announced his intention to retire from active service effective June 1, 1951, at which time he will have reached retirement age. He has been granted an interim leave of absence which began on December 31. Mr. Kelly has directed Pullman's advertising and public rela-



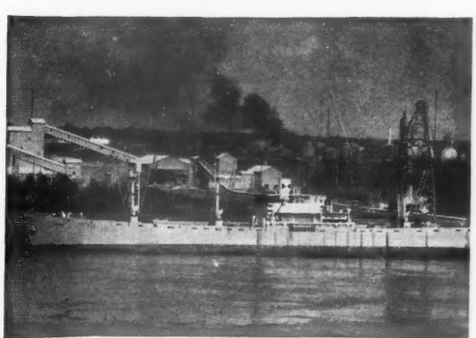

## KCS 77 IS THE GULF PORTS TRAIN!

Every night at 8:40, KCS 77 rolls south from Kansas City to the Gulf Ports and Southern-Southwestern cities with the rush shipments!

It's shorter—thus, faster and more economical—to ship through the Gulf Ports via KCS. Powerful Diesel freights speed shipments from your plant in Mid-America, straight to the five Gulf Ports—New Orleans, Port Arthur, Baton Rouge, Beaumont and Lake Charles—where some of the world's finest docking and handling facilities assure immediate forwarding to destinations all over the world.

Check the inland rail rates via Kansas City Southern Lines between your plant and the Gulf Ports today. You'll find the through transportation charges are lower on many commodities.

J. W. SCOTT, *Vice President—Traffic*
Kansas City, Mo.

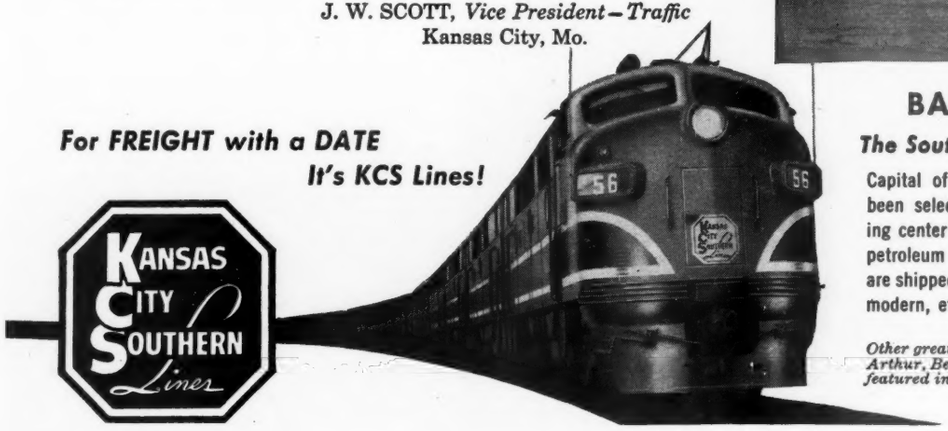


### BATON ROUGE

***The South's Most Northern Port"***

Capital of Louisiana, Baton Rouge has been selected as principal manufacturing center for butadiene and many other petroleum and chemical products, which are shipped to world markets through its modern, efficient port.

*Other great Gulf Ports—New Orleans, Port Arthur, Beaumont and Lake Charles—are featured in this series.*




***For FREIGHT with a DATE It's KCS Lines!***

KANSAS CITY SOUTHERN Lines

**Frank G. Love, manager of property protection and freight claim departments of the New York Central System, has been appointed assistant to vice-president of operations and maintenance, with headquarters as before at New York. Mr. Love will continue to exercise general supervision over the property protection and freight claim departments, with some additional duties**

tions activities for the past 16 years, having conceived and inaugurated the first sustained advertising program for the company. He joined the Pullman organization in June, 1920, as general

**George A. Kelly**

solicitor in the law department. Prior to that time he had been in the general practice of law, associated with the firm of Winston, Strawn & Shaw of Chicago. Mr. Kelly was elected vice-president of Pullman in June, 1934.

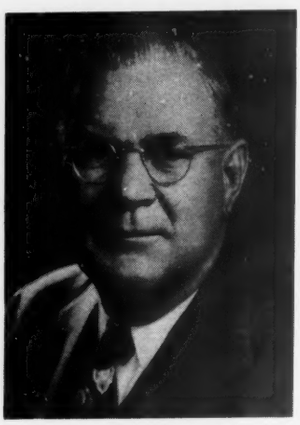
**H. P. Dunlap,** executive assistant to the president of the RAILWAY EXPRESS AGENCY, has been appointed vice-president, executive department, with headquarters as before at New York. Mr. Dunlap is a native of Creston, Iowa, where he began his express career. He subsequently held positions at Aurora, Ill., and Monmouth; San Francisco, Cal.; Atlanta, Ga.; Anniston, Ala.; Grand Rapids, Mich., and Lansing, becoming superintendent at Cleveland, Ohio, in 1939. Three years later he was named superintendent of organization at Chicago and in 1945 was appointed assistant to the vice-

**H. P. Dunlap**

president of the Central departments at Chicago. Mr. Dunlap was appointed executive assistant to the president in October, 1948.

## FINANCIAL, LEGAL & ACCOUNTING

As reported in the November 25 *Railway Age*, **William Earl Howald** has been promoted to secretary and auditor of the TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS, at St. Louis, Mo. Mr. Howald was born at Brazil, Ind., on May 30, 1894, and was educated in the public schools and at Brazil Business University. He entered railroad service in July, 1912, with the Chicago & Eastern Illinois, holding various positions with that road at Salem, Ill., until 1916, when he went with



**William Earl Howald**

the Evansville & Indianapolis (now part of the New York Central) at Terre Haute, Ind., as paymaster. Two years later he returned to the C.&E.I. to serve as clerk in the paymaster's office at Chicago for one month. Subsequently Mr. Howald became chief clerk and accountant in the office of the secretary and auditor of the Pittsburgh & West Virginia at Pittsburgh, Pa. In February, 1919, he joined the T.R.R.A. as general accountant in the office of the secretary and auditor, being appointed chief clerk and general accountant in 1920. In 1939 he was appointed also assistant secretary, and in 1948 was made assistant secretary and assistant auditor, from which position he was recently promoted.

**Henry A. Fett,** general auditor of the WABASH, the ANN ARBOR and the NEW JERSEY, INDIANA & ILLINOIS, has been promoted to comptroller, with headquarters as before at St. Louis, Mo., succeeding **William Rector Eastman,** who has retired. **John W. Ebert,** auditor, succeeds Mr. Fett. **Frank O. Marshall,** assistant auditor, has been made assistant comptroller. Succeeding Mr. Ebert is **Chris J. Brandau,** auditor of disbursements. **W. L. Abbott** and **C. A. Muehlhauser** have been appointed auditor of disbursements and auditor of joint facilities and contracts, respectively. Mr. Eastman was born at Grand Island, Neb., on November 20, 1885.

**William Rector Eastman**

After finishing high school he attended the University of Utah for one year, entering railroad service in December, 1905, with the Chicago, Burlington & Quincy. Subsequently he held various positions with the Burlington, including traveling auditor and chief clerk to auditor, freight accounts, until his appointment in 1924 as assistant auditor, disbursements. In April, 1925, Mr. Eastman joined the Wabash as assistant general auditor, and in January, 1941, became assistant comptroller. He was advanced to general auditor in January, 1945, and to comptroller in October of the same year.

**Edgar Vanneman, Jr.,** attorney for the CHICAGO & NORTH WESTERN, has been promoted to general attorney, at Chicago.

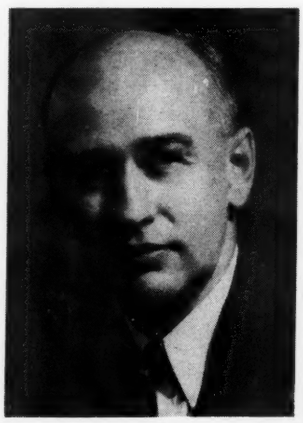
**C. E. Warner,** assistant to general auditor (taxes) of the WESTERN PACIFIC at San Francisco, Cal., has been appointed auditor of disbursements there, succeeding **F. A. Lamb,** who

*(Continued on page 72)*

*(Continued from page 72)*

PEKA & SANTA FE at Dodge City, Kan., has retired after more than 42 years of service. Succeeding Mr. Baisinger is **C. B. Kurtz,** trainmaster at Pueblo, Colo., who in turn is replaced by **J. S. Reed,** trainmaster at Slaton, Tex. **H. J. Briscoe,** transportation inspector at Amarillo, Tex., has been advanced to trainmaster at Waynoka, Okla.

**V. G. Smart,** assistant to the general superintendent of transportation of the CANADIAN PACIFIC, has been appointed assistant general superintendent of transportation, with headquarters as before at Montreal, Que., succeeding **E. G. O'Brien,** who has retired after 49 years of service with the C.P. at Montreal. Mr. Smart was born and educated at Sault Ste. Marie, Ont., and has been a railwayman for 33 years, during which time he worked as a telegraph operator and agent, traveling car service agent and acting district supervisor of transportation. He spent a large part of his career in northern Ontario, including service at Sudbury and North Bay, and also worked in the Kootenay area of British Columbia in 1926. Mr. Smart was sta-



**V. G. Smart**

tioned at Toronto, Ont., from 1943 to 1948, when he went to Montreal as assistant to the general superintendent of transportation.

Mr. O'Brien was born at Chaffey's Locks, Ont., and received his education at Montreal. He was wounded during overseas service with the Canadian Army during World War I. Upon his demobilization he was appointed passenger car distributor for the C.P., which position he held until 1937, when he became assistant to the general superintendent of transportation. Mr. O'Brien was appointed assistant general superintendent of transportation in 1942. During World War II he was commanding officer of the Loyola College Officer Training Corps.

## *TRAFFIC*

**A. L. Aldrich,** manager of mail and baggage traffic of the GREAT

THE FIGHTING MAN—on land, on sea, in the air—is the first line of America's defense.

Back of him are the organized military services—which provide him with arms, munitions, supplies.

Back of these services is the productive might of the most productive economy the world has ever seen.

Basic to that economy are America's railroads—standing ready to move anything, in any quantity, in any season of the year, in any part of the continent—and to do it with unequalled economy of man power, money, fuel and materials.

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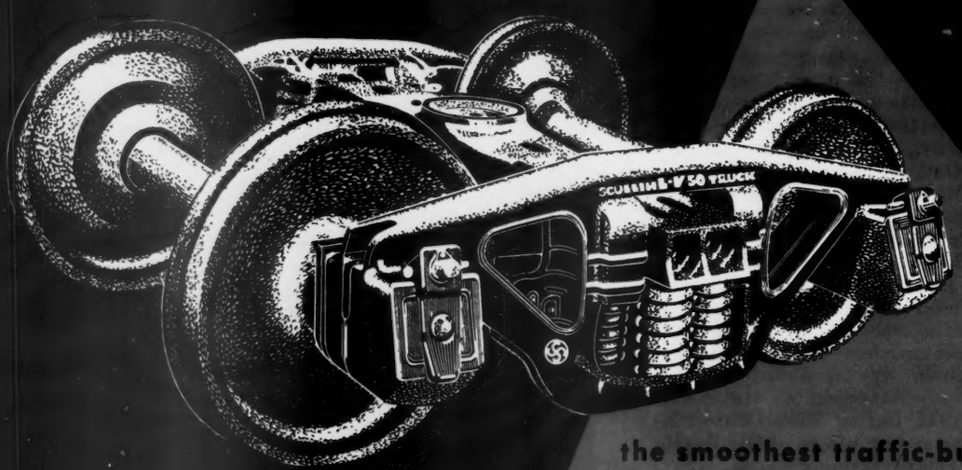


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NORTHERN at St. Paul, Minn., has retired. He is succeeded by **J. J. Gabriel,** assistant manager of mail and baggage traffic.

**Robert F. Cowan,** general passenger agent of the BOSTON & MAINE, has been appointed passenger traffic manager of that road and the MAINE CENTRAL, with headquarters as before at Boston, Mass., succeeding the late **Charles F. Palmer,** whose death on December 11, 1950, was reported in the *Railway Age* of December 16. **William**

**Robert F. Cowan**

**C. Daly,** manager of the B.&M. travel bureau, and **Stanley B. Hitchings,** assistant to the passenger traffic manager of the B.&M., have been appointed assistant general passenger agents of that road. Mr. Cowan was born at Lynn, Mass., on April 11, 1908, and entered railroad service on May 17, 1926, as a clerk in the passenger traffic department of the B.&M., subsequently becoming traveling passenger agent. On January 19, 1942, he was appointed assistant general passenger agent and in March, 1947, became general passenger agent.

**Fred L. Barnes,** general agent of the ST. LOUIS SOUTHWESTERN at St. Louis, Mo., has been appointed assistant general freight and passenger agent. Appointed to a similar position is **S. D. Swann,** assistant general freight agent at Dallas, Tex. **R. O. Garrison,** commercial agent at Dallas, becomes general agent there, and **J. G. McKinnon,** general agent, passenger department, at Memphis, Tenn., has been appointed general agent.

**Joseph D. Given,** general agent of the DELAWARE, LACKWANNA & WESTERN at Los Angeles, Cal., has been transferred in that capacity to Seattle, Wash., succeeding **R. A. Warren,** who has retired. **Herbert E. Simpson,** traveling freight agent at Buffalo, N. Y., succeeds Mr. Given.

**W. A. Kraus,** general agent on the NEW YORK CENTRAL'S Kankakee Belt Route, has been appointed division freight agent at Kankakee, Ill.

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***MH IS MASS HANDLING—*the *systematic movement of the most units, in the shortest time, at the lowest cost.***

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**Improve your storage methods,** speed order filling, eliminate dangerous and costly "stock-falls." Select from 12 models plus standard and specially designed accessories for handling loads from 1500 to 15,000 lbs.—a Towmotor for *every* job. And learn how skilled Towmotor Preventive Maintenance keeps your equipment *on* the job—mail coupon below. Representatives in all Principal Cities in U. S. and Canada.

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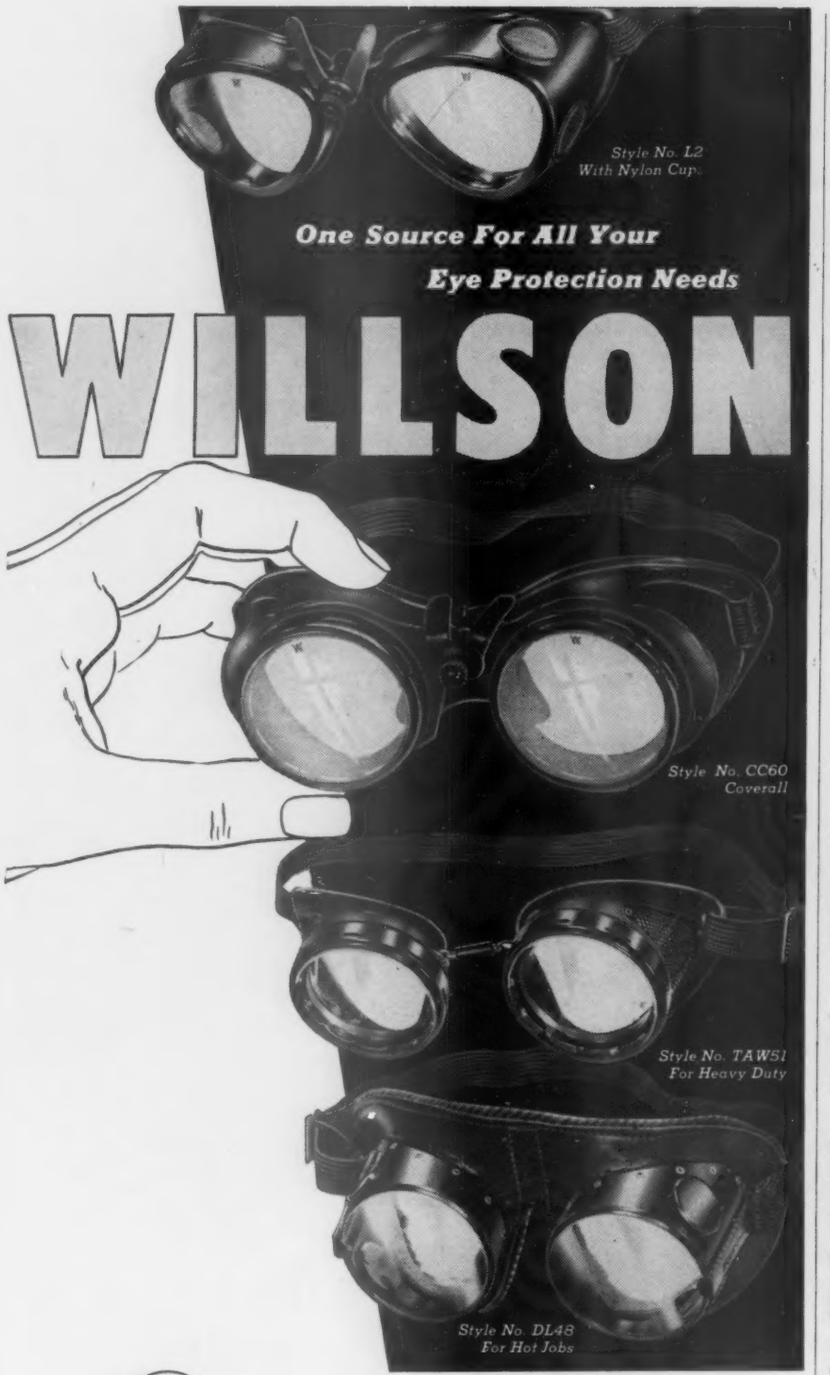


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Battle Creek, Mich., and Flint, the GRAND TRUNK WESTERN has established general agencies in those cities. **B. Keith Pickens,** traveling freight agent at Detroit, and **T. P. McCarthy,** general agent at Saginaw, Mich., have been appointed general agents at Battle Creek and Flint, respectively.

**E. E. Sharps** has become assistant freight traffic manager of the CHESAPEAKE & OHIO at Detroit, Mich. **Charles J. Ploss** has been appointed to a similar position at San Francisco, Cal., supervising Pacific coast agencies of the C. & O.

**Clarence O. Bunce,** assistant division freight agent for the ATCHISON, TOPEKA & SANTA FE at Chicago, has been advanced to division freight agent at Houston, Tex., succeeding **Lloyd E. Yarbrough,** who has been appointed general agent at St. Louis, Mo.

**F. E. Kriebel** has been appointed foreign freight agent of the SOUTHERN PACIFIC LINES at New York, succeeding **J. J. Harr,** promoted.

**C. E. Bond,** assistant to freight traffic manager of the ATLANTIC COAST LINE, has been appointed assistant general freight agent, with headquarters as before at Jacksonville, Fla., succeeding **E. R. Burris,** who has been transferred to Savannah, Ga. **L. J. LaSure** has been appointed assistant to general freight agent at Wilmington, N. C., succeeding **G. M. Mann,** who has been appointed assistant general freight agent at Wilmington. **H. L. Nelson** has been appointed general agent at Pittsburgh, Pa.

**Gaston V. Jones,** assistant general freight agent of the FLORIDA EAST COAST, has been promoted to general freight agent, with headquarters as before at St. Augustine, Fla.

**Harold D. Vail** and **Thomas M. Shalloe,** general freight agents of the NEW YORK CENTRAL, have been appointed assistant freight traffic managers, with headquarters as before at New York. **Edward D. Snow,** assistant general freight agent, has been appointed general freight agent, with headquarters as before at New York. **Wallace M. Snow,** general eastern freight agent, has been named assistant general freight agent.

Mr. Vail was born at Pawling, N. Y., in 1893 and entered the service of the N.Y.C. in 1911 as a freight clerk at Pawling. He was appointed rate clerk at New York in 1917; city freight agent in 1923; chief perishable agent in 1935; assistant general eastern freight agent in 1940; general eastern freight agent in 1941; and general freight agent in 1947.

Mr. Shalloe was born at Buffalo, N. Y., in 1896 and joined the N.Y.C. there in 1922 as a rate clerk, being promoted to chief clerk in 1926. He was appointed general agent at Buffalo in 1929; division freight agent at *(Continued on page 81)*

# Fairmont

RAILWAY MOTOR CARS
AND WORK EQUIPMENT

## . . . broadening the range of maintenance equipment

One of Fairmont's greatest contributions to railway maintenance has been the consolidation of smaller maintenance tasks into larger single operations. And perhaps the finest example of this is the Fairmont W77 Ballast Maintenance Car. By mounting scarifiers, discs, ballast equalizing boxes, two sizes of blades and a center plow, this remarkable car performs ballast maintenance operations quickly and efficiently. Even greater versatility is afforded by its two-way, four-wheel drive. Power is furnished by a 112 h.p. gasoline engine through four-speed transmission with hydraulic coupling. Through brilliant performance on the job, Fairmont's W77 Ballast Maintenance Car has proved indispensable wherever efficient, economical maintenance is a requisite.

*Performance*
ON THE JOB COUNTS

FAIRMONT RAILWAY MOTORS, INC., FAIRMONT, MINNESOTA

# *Streamlite* HAIRINSUL GIVES MAXIMUM EFFICIENCY!

At any given moment, many thousands of refrigerator cars, insulated with Streamlite HAIRINSUL, are rolling down the main lines, or standing on sidings — loaded and ready to roll to markets everywhere.

The valuable perishables which they carry are fully protected against sudden and extreme temperature changes... and the cost of refrigeration remains low year-in and year-out, because Streamlite HAIRINSUL gives maximum efficiency under all operating conditions.

**LOW CONDUCTIVITY.** Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity — .25 btu per square foot, per hour, per degree F., per inch thick.

**LIGHT WEIGHT.** Advanced processing methods reduce weight of STREAMLITE HAIRINSUL by 40%.

**PERMANENT.** Does not disintegrate when wet, resists absorption. Will not shake down, is fire-resistant and odorless.

**EASY TO INSTALL.** Blankets may be applied to car wall in one piece, from sill to plate and from one side door to the other. Self-supporting in wall sections between fasteners.

**COMPLETE RANGE.** STREAMLITE HAIRINSUL is available ½" to 4" thick, up to 127" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other weights and facings are available.

**HIGH SALVAGE VALUE.** The all-hair content does not deteriorate with age; therefore has high salvage value. No other type of insulation offers a comparable saving.

**Sets The Standard By Which All Other Refrigerator Car Insulations Are Judged**

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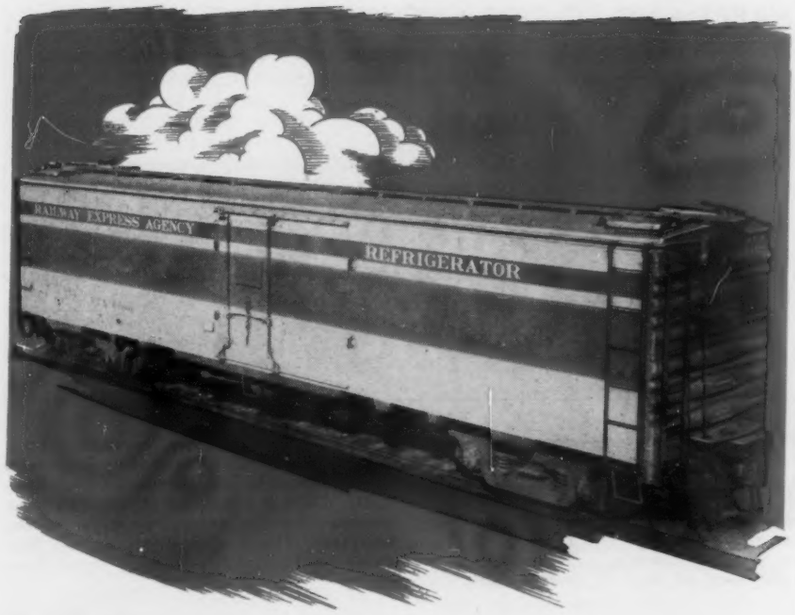
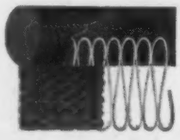



**NEW Railway Express Jumbo Refrigerator Cars Have Main Doors and Hatches Weatherstripped with**

**Bridgeport INNER-SEAL**

The last word in refrigerated transport, the Railway Express new Jumbo size refrigerator cars are weatherstripped with Bridgeport Inner-seal. This modern gasket material, unique in design, provides positive insulation around main doors and hatches. Inner-seal consists of a live, sponge rubber bead, molded for life to a flexible flange woven of spring steel wire and tough cotton thread. For heavy duty installations such as railway cars the weatherstrip is coated all over with neoprene, the synthetic rubber that resists the ravages of abrasion, sunlight, oil, heat and cold. And, it's so easy to handle that any careful workman can install Inner-seal even around compound curves and in tight corners.

Inner-seal is helping to protect vital equipment, to assure safe transport of perishables and to increase passenger and crew comfort on the latest type locomotives, freight cars and passenger coaches operated by leading railroads throughout the nation. Full information on Inner-seal sizes, shapes and colors will be sent on request.



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*(Continued from page 78)*

Rochester, N. Y., in 1936; and assistant general freight agent at Syracuse, N.Y., in 1938, transferring to Albany in 1941 and to New York in 1943. Mr. Shalloe became general freight agent in 1947.

Edward D. Snow was born at Rutland, Vt., in 1901 and entered the service of the N.Y.C. as a clerk in the freight department at New York in 1918. He was appointed rate clerk in 1922; chief clerk in the industrial development department in 1928; industrial agent in 1929; general eastern freight agent in 1943; and assistant general freight agent in 1947.

**Charles T. Collett,** freight traffic manager of the SOUTHERN PACIFIC, has been appointed general traffic manager, with headquarters remaining at Chicago. He succeeds **Daniel J. McGanney,** who has been made assistant to president at San Francisco, Cal., as reported elsewhere in this issue.

**Otto C. Bartels,** general freight agent of the WABASH, has been promoted to assistant freight traffic manager. **Lawrence W. Cole** and **Albert P. MacInnis,** assistant general freight agents, have become general freight agents. All three men are headquartered at St. Louis, Mo.

## MECHANICAL

**C. C. Corneils,** general foreman, passenger car repairs, of the CHICAGO, BURLINGTON & QUINCY, at Aurora, Ill., has been appointed assistant superintendent of shops at that point.

**S. A. Schickedanz,** mechanical engineer of the CHICAGO & EASTERN ILLINOIS at Danville, Ill., has retired from service. Mr. Schickedanz was born on April 30, 1884, at Chenoa, Ill., and was educated at Pontiac (Ill.) high school and the University of Illinois, receiving his B. S. degree in mechanical engineering in 1911. Before starting his railroad career he was employed as a mechanical draftsman by the United States Fuel Company at Danville. In 1912 he went with the C. & E. I. in a similar position, being advanced to chief draftsman for that road in 1915, and to mechanical engineer in 1919.

**B. F. Orr,** superintendent car shops of the NEW YORK CENTRAL at Beech Grove, Ind., has retired. He is succeeded by **H. J. Young,** general foreman of the passenger car department.

**L. E. Quirin,** terminal master mechanic of the CHICAGO, BURLINGTON & QUINCY, has been appointed master mechanic of the Chicago-Aurora-La-Crosse divisions, with headquarters remaining at Chicago. He is succeeded by **J. R. VanNortwick,** formerly acting terminal master mechanic at that point.

**R. G. Bennett, Jr.,** master mechanic of the VIRGINIAN at Elmore, W. Va., has been appointed shop superin-

## WHAT'S HAPPENING TO OUR HIGHWAYS

Highway experts agree that the major cause of highway destruction is heavy and overloaded trucks. Somebody must pay the repair cost. That somebody is you and the cost is tremendous. Your safety on the highways too is jeopardized.

## WHAT'S THE REMEDY

Increase truck license fees, assess higher fines for overloading with increasingly higher fines for repeated violations, remove the overload, reduce the maximum weight limit to 18,000 lbs. per axle in all states, suspension of licenses, and even jail sentences.

## WHAT CAN I DO?

Express your views to your Ward, Township, County, State and Federal Representatives. Attend the transportation league meetings Room 509 Grand Central Station Chicago at 10 A. M. on the first Thursday of each month.

F. R. HARRINGTON
General Chairman

O. P. O'NEILL
Vice General Chairman

T. J. POWERS
Secretary

191

**EFFECTIVE EXPRESSION OF RAILROAD EMPLOYEES' VIEWS on abuse of highways is the aim of the Transportation League of Illinois, recently formed by a "cadre" of Baltimore & Ohio employees and others. The organization, which looks for active membership from all roads in the state, wants railroaders to protect (1) their safety on the highways; (2) their purse from discriminatory taxation; and (3) their jobs against subsidized transport. General chairman of the organization is F. R. Harrington, secretary, legislative committee in Illinois of the Brotherhood of Locomotive Engineers. G. P. O'Neill, division chairman of the Brotherhood of Railway Clerks on the B.&O. Chicago Terminal, is vice-chairman and T. J. Powers, secretary to the general manager of the B. & O. C. T., is secretary. The league meets on the first Thursday of each month at 10 a.m., room 509, Grand Central station, Chicago**

tendent at Princeton, W. Va., succeeding **W. H. Foster,** who has retired in accordance with the company's pension plan. **W. W. Osborne,** general foreman, has been appointed master mechanic of the Norfolk division, with headquarters as before at Victoria, Va., succeeding **C. G. Foster,** who has been transferred to Elmore, replacing Mr. Bennett.

**Wythe D. Quarles,** superintendent of terminals of the ATLANTIC COAST LINE at Richmond, Va., has been appointed master mechanic at Waycross, Ga.

**Ivan S. Gibb** has been appointed superintendent motive power and equipment of the DONORA SOUTHERN at Donora, Pa.

### *PURCHASES & STORES*

**Richard L. Gholson,** storekeeper of the CENTRAL OF GEORGIA, has been promoted to the new position of general storekeeper, with headquarters as before at Macon, Ga.

**John L. Timanus** has been appointed secretary of the PURCHASES AND STORES DIVISION of the ASSOCIATION OF AMERICAN RAILROADS at Washington, D. C.

**Charles D. Longsdorf,** general storekeeper of the NEW YORK CENTRAL SYSTEM, has been appointed general supervisor of stores, with headquarters as before at Collinwood, Ohio, succeeding **Frank J. McMahon,** who retired on January 1, after 47 years with the Central. **William T. McCauliff,** assistant general storekeeper, has been appointed general storekeeper, and **Daniel T. Matthews,** district storekeeper, succeeds Mr. McCauliff as assistant general storekeeper. **Harry F. Mackensen,** storekeeper at Ashtabula, Ohio, succeeds Mr. Matthews as district storekeeper at Collinwood.

**Charles D. Longsdorf**

**William T. McCauliff**

Mr. Longsdorf was born at Elkhart, Ind., 59 years ago and joined the N.Y.C. as a laborer in the stores department there in 1909. The following year he became foreman and, after a series of promotions, was named assistant general storekeeper at Collinwood in 1923 and general storekeeper in 1946.

Mr. McMahon was born on May 20, 1883, and joined the N.Y.C. in 1903 as a clerk in the stores department at Collinwood. In 1908 he was named storekeeper at Alliance, Ohio, and, after a number of promotions, became general storekeeper at Collinwood in 1926 and general supervisor of stores in 1946.

Mr. McCauliff was born at Ashtabula, Ohio, and joined the N.Y.C. there in 1910 as a laborer in the stores department. In 1913 he was named storekeeper at Youngstown, Ohio, and in 1946 became assistant general storekeeper at Collinwood.

Mr. Matthews was born at Cleveland, Ohio, and joined the stores department of the N.Y.C. in 1909 at the age of 17. After serving in various other capacities he was appointed district storekeeper at Collinwood in 1946.

**F. J. McNulty,** assistant to general storekeeper of the BOSTON & MAINE, has been appointed general storekeeper of that road, the MAINE CENTRAL and the PORTLAND TERMINAL, with headquarters as before at Boston, Mass. He succeeds **O. A. Donagan,** who has retired after 49 years of continuous service with the B.&M., 17 years of which were shared with the Me.C. and the P.T.

Mr. Donagan was born at Windham,

N. H., on December 23, 1882, and began his career with the Laconia Car Company in 1900. He entered railroad service on November 1, 1901, in the Concord, N. H., car department of the B.&M. and six years later he became storekeeper in the Lawrence, Mass., car department. In 1908 he was appointed clerk in the office of the superintendent of motive power at Boston, and from 1910 to 1912 was employed in the accounting department. Mr. Donagan transferred to the general storekeeper offices in May, 1912, and served successively as assistant chief clerk, chief clerk and general stores accountant. He became general storekeeper of the B.&M. on October 1, 1925, and on July 20, 1933, was appointed also to a similar position on the Me.C. and the P.T.

## ENGINEERING & SIGNALING

**C. W. Reeve,** division engineer of the Champlain division of the Delaware & Hudson at Plattsburg, N. Y., has been transferred to the Susquehanna division at Oneonta, N. Y., succeeding the late **R. S. Gutelius,** whose death was reported in *Railway Age* of December 16. **J. C. Brennan,** engineer of track at Albany, N. Y., has been appointed division engineer at Plattsburg, succeeding Mr. Reeve. **W. E. Bailey,** track supervisor at Oneonta, has been appointed engineer of track at Albany, succeeding Mr. Brennan.

**E. M. Skelton,** supervisor of track of the New York Central, Lines Buffalo and East, at Brewster, N. Y., has been appointed assistant district engineer of the Boston & Albany at Boston, Mass., succeeding **W. J. Kernan,** who has been appointed division engineer of the N.Y.C.'s Mohawk division at Albany, N. Y. Mr. Kernan replaces **A. R. Jones,** who will retire on December 31, after 44 years of service.

**George B. Lewis** has been appointed assistant to electrical engineer of the Delaware, Lackawanna & Western at Hoboken, N. J.

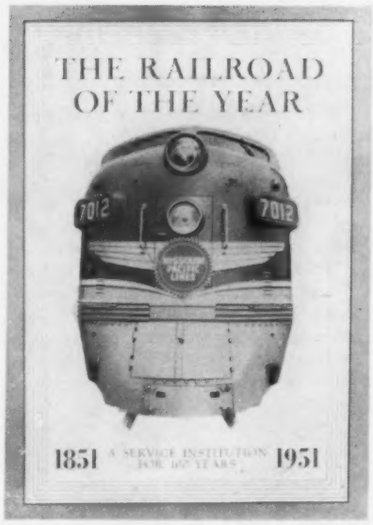
**F. G. Frederick,** assistant division engineer of the New York Central's terminal lines at Gibson, Ind., has been promoted to division engineer at that point, succeeding **F. A. Hess,** who has been advanced to assistant to vice-president, as reported elsewhere in this issue. **L. R. Jabinson,** assistant division engineer of the Peoria & Eastern, becomes division engineer at Indianapolis, Ind., succeeding **B. S. Dickerson,** who has retired after 38 years of service.

**Morton Friedman,** valuation engineer of the New York Central System, has been appointed chief valuation engineer, with headquarters as before at New York, succeeding **James H. Roach,** who has reached company retirement age, but who will continue for some months as consulting valuation engineer.

Mr. Friedman was born at Glouster, Ohio, in 1894, and attended the College of Civil Engineering of Ohio State University. He joined the N.Y.C. in 1920 as junior engineer in the valuation department at Detroit, Mich., and was appointed assistant engineer there in 1923. He became valuation engineer at New York on January 1, 1950.

Mr. Roach was born at St. Louis, Mo., in 1883 and entered the service of the N.Y.C. as an office engineer at Cleveland, Ohio, in 1907. He was appointed valuation engineer there in 1914, transferring to New York in 1918. He has been chief valuation engineer since 1925.

**L. B. Elliott,** assistant district engineer, Big Four district, of the New York Central System at Cincinnati, Ohio, has retired after 42 years of service. He is succeeded by **A. A. Koever,** division engineer, Cleveland division, at Cleveland, Ohio, who has in turn been replaced by **L. W. Moss,** division engineer, Ohio Central division, at Columbus, Ohio. **K. E. Dunn,** assistant division engineer, Erie division, at Erie, Pa., becomes Mr. Moss' successor. Succeeding Mr. Dunn is **H. L. Riser,** assistant division engineer, Ohio Central division, at Columbus. **W. H. Goold,** supervisor of track at Detroit, Mich., replaces Mr. Riser, and **H. J. Van Dyke** becomes assistant division engineer at Gibson, Ind.




**TO PROCLAIM ITS 100TH BIRTHDAY the Missouri Pacific will launch a stepped-up advertising schedule for 1951 with this "Railroad of the Year" layout which simulates Time Magazine's "Man of the Year" series. A continuing series of centennial ads will appear in a number of weekly news and travel magazines, in selected trade publications, and in newspapers in 80 cities in the road's 11-state territory. Outdoor poster advertising will supplement these efforts in 25 markets**

## SPECIAL

**Gordon Lee Wait** has been appointed general superintendent of the Central of Georgia Motor Transport Company, a wholly owned subsidiary of the Central of Georgia, at Cedartown, Ga. Mr. Wait was formerly superintendent of transportation of the Missouri Pacific's truck operations in Louisiana, Arkansas, southeast Missouri, and Illinois, with headquarters at Little Rock, Ark.

**William Rowland Moore,** director of public relations of the Union Pacific at Los Angeles, Cal., has assumed new duties as general director of public relations, with headquarters at Omaha, Neb. Before World War II Mr. Moore held positions as west coast manager for national advertising and

William Rowland Moore

public relations firms. From 1943 to 1946 he served as a lieutenant in the air combat intelligence branch of the Naval reserve, joining the U. P. in 1946 as manager of its news bureau. In March, 1949, he became director of public relations at Los Angeles.

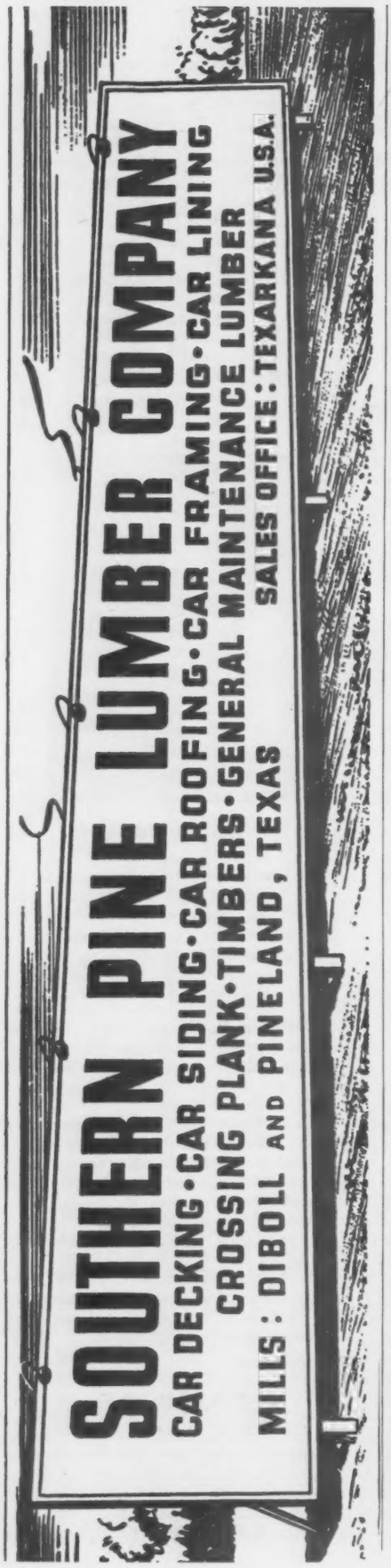
**William B. Sloan,** chief of police of the Chicago & Eastern Illinois for the past 42 years, has retired after 46 years of service with that road.

**E. L. Guertin,** general safety agent of the Canadian Pacific, has been appointed general supervisor safety and loss and damage preventi n, with headquarters continuing at Winnipeg, Man. Appointed to a similar post for the Prairie region is **E. H. Greenfield.**

**J. Carroll Bateman,** public relations representative of the Baltimore & Ohio, has been appointed assistant director of public relations at Baltimore, Md.

## OBITUARY

**Samuel M. Golden,** vice-president—operations of the Chicago Great Western, died on December 29, 1950, while en route to Chicago from Los Angeles, Cal., aboard the Atchison, Topeka & Santa Fe's "Chief."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MILLS: DIBOLL AND PINELAND, TEXAS
SALES OFFICE: TEXARKANA U.S.A.


## Current Publications

### PERIODICAL ARTICLES

*Business Week Report to Executives on Natural Gas. Business Week, September 30, 1950, pp. 75-82. Published by McGraw-Hill Publishing Company, 330 W. 42nd st., New York 18. Single copies, 25 cents. Reprints — for subscribers, free upon request; to others, 20 cents.*

This is another in the series of reports to executives appearing in Business Week from time to time. It is divided into six sections: how it grew; production and distribution; where does it come from?; what controls?; finance; and competition — and the future. A "Who's Who in the Pipeline Business" and a map showing natural gas pine lines in the United States are included.

*Cotton Cavalcade. Harvester World, November, 1950, pp. 2-7. Published by the International Harvester Company, 180 N. Michigan ave., Chicago 1. Free.*

An interesting account of a full-train shipment of mechanical cotton pickers and the celebration it touched off in Phoenix, Ariz.

*Norfolk & Western Turns Coal to Gold. Business Week, November 18, 1950, pp. 112-116. Published by McGraw-Hill Publishing Company, 330 W. 42nd st., New York 18. Single copies, 25 cents.*

Hauling a "dying fuel" without benefit of diesels, the N.&W. has stayed well in the black for 20 years; more profits are in sight.

### PAMPHLETS

*Railroads and the Defense of the Nation. 23 pages, illustrations, charts. Published by the Association of American Railroads, Transportation bldg., Washington 6, D. C. Free.*

Reviews the accomplishments of the railroads during World War II, outlines railroad responsibilities under prevailing conditions, and tells of the positive steps they are taking to meet any emergency demands that may be made upon them.

*Wage Supplements; The Nonwage Labor Costs of Doing Business. 16 pages. Issued by the Economic Research Department, Chamber of Commerce of the United States, Washington 6, D. C. 50 cents.*

Three reasons are cited by the Chamber of Commerce for undertaking this study. (1) Because of the addition of nonwage costs, the hourly wage rate has ceased to be an accurate reflection of the labor costs of operating a business, or of the income and benefits received by workers. (2) Most of these nonwage benefits are relatively recent innovations. They are growing in importance as both workers and management place ever greater emphasis on fringe and other nonwage payments. The spread between wage costs and total labor costs will, therefore, widen in the future. (3) There is little statistical information available on the size of nonwage benefits. In particular, they are not included in the wage data reported by government bureaus. As a result, govern-


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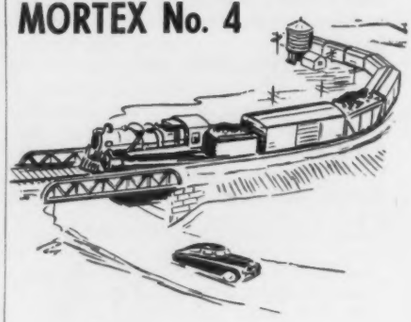

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ment data give an inadequate picture of the labor costs of business. This survey, the second of its kind issued by the chamber, has two chief aims: to provide up-to-date information on changes in nonwage labor costs which have occurred in the past two years, and to provide more extensive coverage and greater detail than was possible in the first study. It is based on 1949 reports from 690 companies, and covers manufacturing, finance, wholesale and retail trade, and other sectors of the economy.

*Annual Bulletin of Transport Statistics, 1949. 57 pages. Issued by the Economic Commission for Europe, Transport Division. A United Nations publication, available from the International Documents Service, Columbia University Press, 2960 Broadway, New York 27.*

Reviews the railway, road transport and inland waterway situation in Europe. Statistics cover traffic, equipment and right-of-way. Figures for 1938, 1948 and 1949 are given in most instances.

*Transport Research Quarterly. Published by the British Transport Commission, St. Pancras Chambers, Euston Road, London, N.W. 1, England.*

Number 1 of this new Quarterly is dated October, 1950. One of its objects will be to fill in, by successive articles, the details of the picture of the research organization of British transport. These articles, which will describe various aspects of the research establishments of the various executives, may be of interest to those in other laboratories, but they are primarily intended to show the user how the research departments are thinking and what they are doing, or can do. So far as the results of research within British transport are concerned, it is proposed to describe in the quarterly selected pieces of work likely to be of interest to a wider circle, either to make known the original results or to suggest a possible line of attack on problems of a similar kind. In short, the quarterly will aim at telling the user of research something of what the research departments and their information services can do to help him. Some of the articles in this first issue cover research in the Railway Executive, and the Docks and Inland Waterways Executive; French, Indian, South African and Swiss railroads; dining car fuels; and use of calculating machines in compiling train schedules.

*America's Largest Railway; The Canadian National System. 48 pages, illustrations, map. Available from the Canadian National Railway, 630 Fifth ave., New York 20. Free.*

The "who, and how" of the C.N. are covered in this booklet. Beginning with "what we are," the reader learns of the various services which the railroad operates—rail, water and air; "how we serve" discusses passenger, freight, express, telegraph and hotel services, research and development and special behind-the-scenes services; employees come in for their share of recognition in "who we are"; and history is covered in "how we came to be." The booklet closes with a brief section on courtesy and service.


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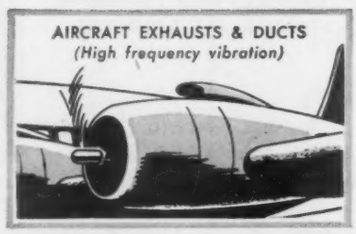


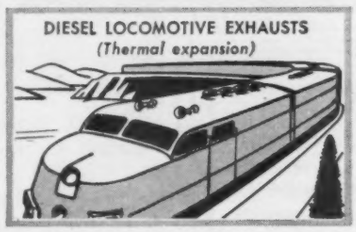

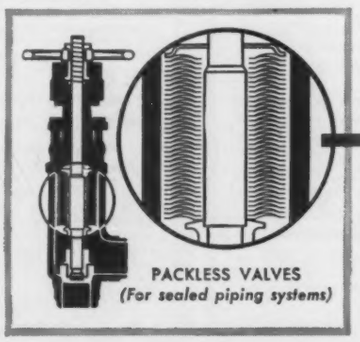


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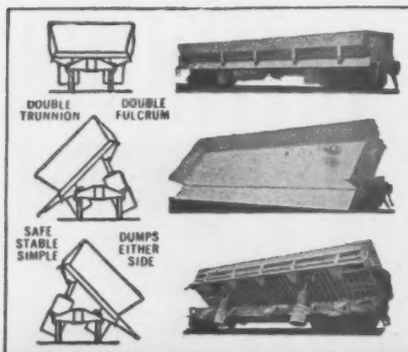


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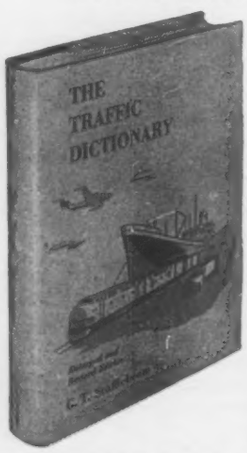


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*Manager, Transportation Research, Remington-Rand*

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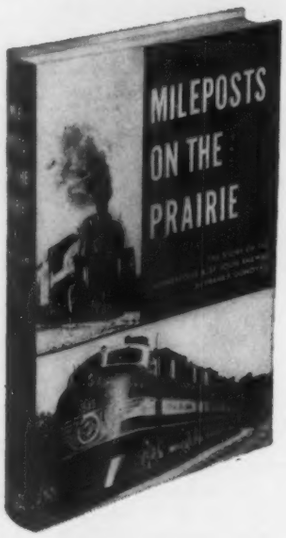
**MILEPOSTS ON THE PRAIRIE**

By Frank P. Donovan, Jr.

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